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CONVENTION

BETWEEN

HER MAJESTY

AND

THE KING OF THE FRENCH,

REGULATING THE COMMUNICATIONS BY POST

BETWEEN THE

BRITISH AND FRENCH DOMINIONS.

Signed at London, April 3, 1843.

Presented to both Houses of Parliament, by Command of Her Majesty,
1843.

LONDON:
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BRITISH AND FRENCH DOMINIONS.

Signed at London, April 3, 1843.

[*Ratifications exchanged at London, April* 28, 1843.]

CONVENTION.

HER MAJESTY the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the King of the French, being desirous to promote the friendly relations existing between the two countries, and to regulate, by means of a new Convention, the communications by Post between their respective dominions, upon a more liberal and advantageous basis, have named as their Plenipotentiaries for this purpose, namely:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable George, Earl of Aberdeen, Viscount Gordon, Viscount Formartine, Lord Haddo, Methlick, Tarvis. and Kellie, a Peer of the United Kingdom, a Member of Her Majesty's Most Honourable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, and Her Majesty's Principal Secretary of State for Foreign Affairs; and the Right Honourable William, Viscount Lowther, a Peer of the United Kingdom, a Member of Her Britannick Majesty's Most Honourable Privy Council, and Her Postmaster General;

And His Majesty the King of the French, the Sieur Louis de Beaupoil, Count of Sainte Aulaire, a Peer of France, Grand Officer of the Royal Order of the Legion of Honour, Grand Cross of the Order of Leopold of Belgium, His Ambassador Extraordinary to Her Britannick Majesty;—

Who, after having communicated to each other their respective full powers, found to be in good and due form, have agreed upon the following Articles:—

CONVENTION.

SA MAJESTE la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, et Sa Majesté le Roi des Français, désirant favoriser les relations amicales existant entre les deux pays, et régler, au moyen d'une nouvelle Convention, les communications par les Postes de leurs Etats respectifs, sur des bases plus libérales et plus avantageuses, ont nommé pour leurs Plénipotentiaires à cet effet, savoir:—

Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, le Très Honorable Georges, Comte d'Aberdeen, Vicomte Gordon, Vicomte Formartine, Lord Haddo, Methlick, Tarvis, et Kellie, Pair du Royaume Uni, Conseiller de Sa Majesté en Son Conseil Privé, Chevalier du Très Ancien et Très Noble Ordre du Chardon, et Principal Secrétaire d'Etat de Sa Majesté pour les Affaires Etrangères; et le Très Honorable Guillaume, Vicomte Lowther, Pair du Royaume Uni, Conseiller de Sa Majesté Britannique en son Conseil Privé, et Maître Général de ses Postes;

Et Sa Majesté le Roi des Français, le Sieur Louis de Beaupoil, Comte de Sainte Aulaire, Pair de France, Grand Officier de l'Ordre Royal de la Légion d'Honneur, Grand-Croix de l'Ordre de Léopold de Belgique, Son Ambassadeur Extraordinaire près Sa Majesté Britannique;—

Lesquels, après s'être réciproquement communiqué leurs pleins pouvoirs respectifs, trouvés en bonne et due forme, sont convenus des Articles suivans:—

CHAPTER I.

General Arrangements.

ARTICLE I.

There shall be a periodical and regular exchange of correspondence between Great Britain and France, at the times and by the means of communication and conveyance hereinafter described, as well for letters, patterns of goods, newspapers, courses of exchange, prices-current, and other printed papers which, in Great Britain, are allowed to pass by post at reduced rates, originating within the territories of either State, as for objects of a similar nature originating in, or addressed to, the countries which depend on the said States, or from those countries the correspondence of which shall be transmitted through the said States.

ARTICLE II.

The exchange of correspondence between the two Offices shall be effected through the following Post Offices, namely:—

On the Channel.

On the part of Great Britain.

1. London.
2. Dover.
3. Brighton.
4. Southampton.
5. Jersey.
6. Guernsey.

On the part of France.

1. Paris.
2. Calais.
3. Boulogne.
4. Dieppe.
5. Hâvre.
6. Cherbourg.
7. Granville.
8. St. Malo.

TITRE I.

Dispositions Générales.

ARTICLE I.

Il y aura un échange périodique et régulier des correspondances entre la Grande Bretagne et la France, aux époques et par les moyens de communication et de transport qui seront indiqués ci-après, tant pour les lettres, échantillons de marchandises, journaux, bulletins de bourse, prix-courants, et autres imprimés jouissant dans le Royaume Uni d'une modération de port, qui seront nés sur le territoire des deux États, que pour les objets de même nature, originaires ou à destination des pays qui en dépendent, ou qui emprunteront leur intermédiaire.

ARTICLE II.

L'échange des correspondances entre les deux Offices aura lieu par les Bureaux de Poste suivans, savoir:—

Sur le Canal de la Manche.

Du côté de la Grande Bretagne.

1. Londres.
2. Douvres.
3. Brighton.
4. Southampton.
5. Jersey, et
6. Guernesey.

Du côté de la France.

1. Paris.
2. Calais.
3. Boulogne.
4. Dieppe.
5. Le Hâvre.
6. Cherbourg.
7. Granville, et
8. St. Malo.

On the Mediterranean.

On the part of Great Britain.

1. Alexandria. (The British Office.)
2. Gibraltar.
3. Malta.

On the part of France.

1. Paris.
2. Marseilles.
3. Alexandria. (The French Office.)
4. Smyrna.
5. The Dardanelles.
6. Constantinople.

ARTICLE III.

Independently of the Offices of exchange of the respective Offices communicating by the Channel, named in the preceding Article, others may be established at any other places on the coast of each of the two countries, between which direct communications may hereafter be deemed necessary.

Sur la Méditerranée.

Du côté de la Grande Bretagne.

1. Alexandrie. (Bureau Britannique.)
2. Gibraltar, et
3. Malte.

Du côté de la France.

1. Paris.
2. Marseille.
3. Alexandrie. (Bureau Français.)
4. Smyrne.
5. Les Dardanelles, et
6. Constantinople.

ARTICLE III.

Indépendamment des Bureaux d'échange des Offices respectifs correspondant par le Canal de la Manche, qui sont désignés dans l'Article précédent, il pourra en être établi sur tous autres points du littoral des deux pays, pour lesquels des relations directes seraient ultérieurement jugées nécessaires.

CHAPTER II.

Exchange of Correspondence.

§ 1.

Exchange on the Channel.

ARTICLE IV.

The principal exchange of the mails composed of the international or transit correspondence specified in Article I, shall take place at Dover and Calais. A regular line of steamboats, established for this purpose between the two aforesaid ports, shall convey the mails of the respective Offices at least six days in every week.

Nevertheless, the French Government engages to dispatch at all times (weather permitting), a packet from Calais to Dover with the mails for the London and Dover Offices, on the seventh day of every week.

TITRE II.

Echange des Correspondances.

§ 1.

Echange sur le Canal de la Manche.

ARTICLE IV.

L'échange principal des dépêches formées des correspondances internationales ou en transit spécifiées dans l'Article I, aura lieu par les points de Douvres et Calais. Un service régulier par bateaux à vapeur, établi à cet effet entre ces deux ports, transportera les dépêches des Offices respectifs six jours au moins de chaque semaine.

Toutefois, le Gouvernement Français s'engage à expédier toujours, le temps le permettant, un paquebot de Calais à Douvres avec les dépêches pour les Bureaux de Londres et Douvres, le septième jour de chaque semaine.

ARTICLE V.

The ordinary departures from Dover for Calais shall take place on Tuesdays, Wednesdays, Thursdays, Fridays, Saturdays, and Sundays; and those from Calais for Dover on Sundays, Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays.

ARTICLE V.

Les départs ordinaires de Douvres pour Calais auront lieu les Mardis, Mercredis, Jeudis, Vendredis, Samedis, et Dimanches; et ceux de Calais pour Douvres les Dimanches, Lundis, Mardis, Mercredis, Jeudis, et Vendredis.

ARTICLE VI.

The captains of the packets of the respective Offices shall receive from the agent of the Postmaster-General at Dover, and from the Director of the Post Office at Calais, the mail-bags closed and sealed. The number of these bags, and the time of their delivery, shall be noted on a bill, which the said captains, or the officers intrusted under their orders with the care of the mails, shall deliver on their arrival to the Office for which they are destined.

They shall bring back to the dispatching Office a certificate of the due delivery of the said mails from the agent who shall have received them.

ARTICLE VI.

Les commandans des paquebots des Offices respectifs recevront des mains de l'agent du Maître Général des Postes à Douvres, et du Directeur des Postes de Calais, les valises fermées et cachetées. Le nombre de ces valises, et l'heure de leur remise, seront constatés sur un part, que ces commandans, ou les officiers chargés sous leurs ordres du soin des dépêches, remettront à leur arrivée au Bureau de destination.

Ils devront rapporter à l'Office expéditeur un certificat de l'exacte remise de ces dépêches, délivré par l'agent qui les aura reçues.

ARTICLE VII.

The packets employed by the two Offices for the ordinary conveyance of the correspondence between Dover and Calais, shall be steam-boats of sufficient size and power for the service in which they are to be engaged: they shall be national vessels, the property of Government, or vessels which shall be freighted by order of the Government.

They shall be considered and treated in the two ports above-mentioned, and in all other ports of the two countries at which they may accidentally touch, as vessels of war, and be there entitled to all the honours and privileges which the interests and importance of their service demand.

They shall be exempted in those ports, as well upon their entrance as their departure, from all tonnage, navigation and port dues, excepting, however, the vessels freighted by order of Government, which must pay such dues in those ports where they are levied on behalf of corporations, private companies, or individuals. They shall not be diverted from their especial duty —that is to say, the conveyance of the mails, by any authority whatever, or be liable to seizure, detention, embargo, or *arrêt de Prince*.

ARTICLE VII.

Les paquebots employés par les deux Offices pour le transport ordinaire des correspondances entre Douvres et Calais, seront des bateaux à vapeur d'une force et d'une dimension suffisantes pour le service auquel ils sont destinés: ce seront des bâtimens nationaux, propriété de l'Etat, ou des bâtimens frêtés pour le compte de l'Etat.

Ces bâtimens seront considérés et reçus dans les deux ports sus-mentionnés, et dans tous les autres ports des deux pays où ils pourraient accidentellement aborder, comme vaisseaux de guerre, et ils y jouiront des honneurs et privilèges que réclament les intérêts et l'importance du service qui leur est confié.

Ils seront exempts dans ces ports, tant à leur entrée qu'à leur sortie, de tous droits de tonnage, de navigation et de port, excepté toutefois les bâtimens frêtés pour le compte de l'Etat, lesquels devront acquitter ces droits dans les ports où ils sont établis au profit des corporations, compagnies particulières, ou personnes privées. Ils ne pourront être détournés de leur destination spéciale, c'est-à-dire du transport des dépêches, par quelque autorité que ce soit, ni être sujets à saisie-arrêt, embargo, ou arrêt de Prince.

ARTICLE VIII.

In case of war between the two nations, the mail packets of the two Offices shall continue their navigation, without impediment or molestation, until a notification is made on the part of either of the two Governments, that the service is to be discontinued: in which case they shall be permitted to return freely, and under special protection, to their respective ports.

ARTICLE VIII.

En cas de guerre entre les deux nations, les paquebots de poste des deux Offices continueront leur navigation, sans obstacle ni molestation, jusqu'à notification de la cessation de leur service, faite par l'un des deux Gouvernemens; auquel cas il leur sera permis de retourner librement, et sous protection spéciale, dans leurs ports respectifs.

ARTICLE IX.

The packets of the two Offices shall be at liberty to take on board, or land, both at Dover and Calais, as well as in other ports of the two countries where they may be obliged to put in, any passengers, of whatever nation they may be, with their wearing apparel and luggage, on condition that the captains of the said packets shall submit to the regulations of the respective Governments concerning the arrival and departure of travellers. They shall be prohibited from conveying goods or merchandize on freight.

ARTICLE IX.

Les paquebots des deux Offices pourront embarquer ou débarquer, tant à Douvres qu'à Calais, ainsi que dans les ports des deux Etats où ils seraient contraints de relâcher, tous passagers, de quelque nation qu'ils puissent être, avec leurs hardes et effets personnels, sous la condition que les commandans de ces paquebots se soumettront aux règlemens des Gouvernemens respectifs concernant l'entrée et la sortie des voyageurs. Ils ne pourront transporter aucune marchandise à titre de frêt.

ARTICLE X.

The captains of the packets engaged in carrying the mails between Dover and Calais, shall, in all practicable cases, proceed directly to their respective destinations.

If, in consequence of stress of weather or damage, they should be compelled to alter their course, and to put into any other port than Dover or Calais, according to their destination, they shall be called upon to account for the deviation, in such manner as their respective Offices shall deem advisable.

Whenever a packet, carrying mails, shall be compelled to put into any other than its destined port, the Office of the place where the said mails shall be landed, shall use the most expeditious means of forwarding them to their destination.

ARTICLE X.

A moins d'empêchement de force majeure, les commandans des paquebots employés au transport des dépêches entre Douvres et Calais, devront faire route directement pour leurs destinations respectives.

Si, par suite de gros temps ou d'avaries, ils sont contraints de changer de route, et de relâcher dans un port autre que celui de Douvres ou de Calais, selon leur destination, ils devront en justifier par tel moyen que l'un ou l'autre des deux Offices jugerait à propos d'établir.

En cas de relâche forcée d'un paquebot porteur des dépêches, dans un autre port que celui où ce paquebot devait aborder, l'Office sur le territoire duquel ces dépêches auront été débarquées, devra employer les moyens les plus prompts pour les faire parvenir à leur destination.

ARTICLE XI.

The captains of the packets specially engaged in the conveyance of the respective mails of the two Offices, are forbidden to take charge of any let-

ARTICLE XI.

Il est défendu aux commandans des paquebots spécialement employés au transport des dépêches respectives des deux Offices, de se charger d'aucune

ter not included in their mail bags, except, however, despatches of their Governments. They must take care that no letters are conveyed illegally by their crews or passengers, and must give information, in the proper quarter, of any breach of the laws which may be committed in that respect.

lettre en dehors de ces dépêches, excepté toutefois celles de leurs Gouvernemens. Ils veilleront à ce qu'il ne soit pas transporté de lettres en fraude par leurs équipages ou par les passagers, et ils dénonceront à qui de droit les infractions qui pourraient être commises.

ARTICLE XII.

If there should be no Government vessels specially appointed for the direct conveyance of the correspondence between the British Offices of Brighton, Southampton, Jersey, and Guernsey, on the one part, and the French Offices of Dieppe, Hâvre, Cherbourg, Granville, and St. Malo, on the other, the exchange of mails between the said Offices shall take place by means of packets belonging to private individuals, merchant ships, whether sailing or steam vessels, boats, and other craft plying between any of the above ports.

The expense of the conveyance of these mails shall be defrayed by France.

ARTICLE XII.

A défaut de bâtimens de l'Etat, spécialement affectés au transport direct de la correspondance entre les Bureaux Britanniques de Brighton, Southampton, Jersey, et Guernesey, d'une part, et les Bureaux Français de Dieppe, le Hâvre, Cherbourg, Granville, et St. Malo, de l'autre, l'échange des dépêches entre ces Bureaux aura lieu par les paquebots particuliers, bâtimens du commerce à vapeur ou à voiles, bateaux, et autres embarcations naviguant entre ces ports.

Les frais du transport de ces dépêches seront à la charge de la France.

ARTICLE XIII.

In addition to the ordinary mails which shall be exchanged, conformably to the IVth and following Articles of the present Convention, between the British Offices of London and Dover, on the one part, and the French Offices of Calais and Boulogne, on the other, by vessels belonging to Government, or freighted by order of Government, the said Offices may have recourse to private steam-packets plying between those ports, to forward mutually to each other, by supplementary mails, such letters as may be advantageously transmitted by this means.

ARTICLE XIII.

Outre les dépêches ordinaires qui seront échangées, conformément aux Articles IV et suivans de la présente Convention, entre les Bureaux Britanniques de Londres et Douvres, d'une part, et les Bureaux Français de Calais et Boulogne, de l'autre, par les bâtimens de l'Etat, ou frêtés pour le compte de l'Etat, ces Bureaux pourront employer la voie des entreprises particulières de paquebots à vapeur naviguant d'un de ces ports à l'autre, pour s'expédier réciproquement, par dépêches supplémentaires, les correspondances qui pourraient être acheminées avec avantage par cette voie.

ARTICLE XIV.

The ordinary or supplementary mails which the Offices of exchange mentioned in the two preceding Articles are authorized to forward to each other reciprocally, by means of packets or merchant vessels, may contain, independently of the correspondence coming from or addressed to the said Offices, the transit correspondence from or to any country whatever, which the two Offices may think it advisable to forward through those Offices.

ARTICLE XIV.

Les dépêches ordinaires ou supplémentaires que sont autorisés à s'expédier réciproquement, par la voie des paquebots ou bâtimens de commerce, les Bureaux d'échange désignés dans les deux Articles précédens, pourront contenir, indépendamment des correspondances originaires ou à destination de ces localités, les correspondances en transit de ou pour quelque pays que ce soit, que les deux Offices jugeraient utile de diriger par ces Bureaux.

ARTICLE XV.

In order to afford to the inhabitants of the towns in which the Offices of exchange authorized to communicate by means of private ships are established, every facility for the dispatch of letters by this channel, the French Post Office shall stipulate in its arrangements with the owners of the said vessels, that a letter-box shall be placed against the main-mast of each packet, or in the most conspicuous place, to receive such letters as the public may wish to deposit in it, between the closing of the mails and the departure of the vessel entrusted with their conveyance.

ARTICLE XV.

Afin de donner aux habitans des villes où sont établis les Bureaux d'échange autorisés à correspondre par le moyen des paquebots de commerce, toute facilité pour l'expédition des lettres par cette voie, l'Office des Postes de France stipulera dans ses arrangemens avec les propriétaires de ces bâtimens, qu'une boîte aux lettres sera placée au grand mât de chaque paquebot, ou dans le lieu le plus apparent, pour recevoir les lettres que le public voudrait y déposer entre le moment qui suit la clôture des dépêches, et le départ du bâtiment chargé de leur transport.

ARTICLE XVI.

The moveable boxes mentioned in the preceding Article shall be provided with locks. One key shall be kept by the dispatching Office; a second by the postmaster at the place of destination.

On the arrival of the packet, the moveable box shall be immediately carried to the postmaster, who shall open it and take out the letters, and return it directly to the agent who brought it.

ARTICLE XVI.

Les boîtes mobiles mentionnées dans l'Article précédent fermeront à clef. Une clef sera à la disposition du Bureau d'où le paquebot est expédié; une seconde clef restera entre les mains du directeur du Bureau de destination.

A l'arrivée du paquebot, la boîte mobile sera immédiatement portée au directeur des Postes, qui en fera l'ouverture, en retirera les lettres, et la remettra sur-le-champ à l'agent qui l'aura apportée.

§ 2.

Exchange in the Mediterranean.

§ 2.

Echange dans la Méditerranée.

ARTICLE XVII.

The exchange of correspondence between the British Offices of Alexandria and Malta, on the one part, and the French Offices of Paris, Marseilles, Alexandria, Smyrna, the Dardanelles, and Constantinople, on the other, shall take place at least three times a month, by means of the steam vessels of His Majesty the King of the French employed in the Levant.

ARTICLE XVII.

L'échange des correspondances entre les Bureaux Britanniques d'Alexandrie et Malte, d'une part, et les Bureaux Français de Paris, Marseille, Alexandrie, Smyrne, les Dardanelles, et Constantinople, de l'autre, aura lieu au moins trois fois par mois, au moyen des paquebots à vapeur de Sa Majesté le Roi des Français, employés dans le Levant.

ARTICLE XVIII.

Independently of the ordinary mails which shall be exchanged between the Offices enumerated in the preceding Article, by means of the packets of the Royal Navy of France in the Levant, the British Offices of Alexandria, Gib-

ARTICLE XVIII.

Indépendamment des dépêches ordinaires qui seront échangées entre les Bureaux dénommés dans l'Article précédent, par le moyen des paquebots de la Marine Royale de France dans le Levant, les Bureaux Britanniques

raltar, and Malta, on the one part, and the French Offices of Paris, Marseilles, and Alexandria, on the other, may mutually forward to each other supplementary mails, by means of packets which the British Government reserves to itself the right of maintaining or freighting, for the purpose of effecting the conveyance between Marseilles, Malta, Alexandria, and Gibraltar, as hereinafter stated, of the correspondence coming from the East Indies, or the countries on the shores of the Mediterranean, for the United Kingdom, and *vice versâ*.

d'Alexandrie, Gibraltar, et Malte, d'une part, et les Bureaux Français de Paris, Marseille, et Alexandrie, de l'autre, pourront s'expédier réciproquement des dépêches supplémentaires, par la voie des paquebots que le Gouvernement Britannique se réserve d'entretenir ou de frêter pour opérer le transport entre Marseille, Malte, Alexandrie, et Gibraltar, ainsi qu'il sera exprimé ci-après, des correspondances venant des Indes Orientales ou des parages de la Méditerranée, pour le Royaume Uni, et *vice versâ*.

ARTICLE XIX.

The mails from the British Offices of Alexandria and Malta, conveyed by the French packets, shall be delivered by the masters of the said Offices, on receiving an acknowledgment for the same, to the agents of the said packets residing at Alexandria and Malta, who shall forthwith cause them to be carried on board the packets which are ready for departure.

The same formalities shall be observed on the arrival of the French packets bringing mails for the British Offices of Alexandria and Malta.

ARTICLE XIX.

Les dépêches des Bureaux Britanniques d'Alexandrie et de Malte, transportées par les paquebots Français, seront délivrées sur reçu, par les directeurs de ces Bureaux, aux agens de ces paquebots en résidence à Alexandrie et à Malte ; et ces agens devront en faire effectuer immédiatement le transport à bord des paquebots en partance.

Les mêmes formalités seront observées à l'arrivée des paquebots Français, porteurs des dépêches pour les Bureaux Britanniques d'Alexandrie et de Malte.

ARTICLE XX.

The mails brought to Malta by the packets of the Royal Navy of France, and addressed to the British Office of Malta, shall be delivered, subject to such restrictions as the quarantine laws may require, immediately on the arrival of the said packets, by the agent of the French packets to the master of the said Office, who shall give an acknowledgment for the same to the said agent.

ARTICLE XX.

Les dépêches apportées à Malte par les paquebots de la Marine Royale Française, et destinées pour le Bureau Britannique de Malte, seront remises, sauf les restrictions prescrites par les lois de quarantaine, immédiatement après l'arrivée de ces paquebots, par l'agent du service des paquebots Français au directeur de ce Bureau, qui en donnera décharge à cet agent.

ARTICLE XXI.

When the mails brought by the French packets to Malta may require to be purified, the necessary process of purification shall take place in the presence both of an agent of the British Office and an agent of the French Office.

ARTICLE XXI.

Lorsque les dépêches apportées par les paquebots Français à Malte devront être purifiées, les opérations de purification seront surveillées conjointement par un agent de l'Office Britannique et par un agent de l'Office Français.

ARTICLE XXII.

The formalities prescribed by Articles XIX and XX preceding, for the receipt and delivery at Alexandria and Malta, of the French mails con-

ARTICLE XXII.

Les formalités prescrites par les Articles XIX et XX précédens, pour la réception et la remise à Alexandrie et à Malte des dépêches Françaises

veyed by the Levant packets, shall be observed with respect to the supplementary mails given in charge to the British couriers who convey through France the East India mails for Great Britain, and *vice versâ*, when the said supplementary mails shall be conveyed by packets maintained or freighted by the Government of Her Britannick Majesty.

transportées par les paquebots du Levant, devront être observées à l'égard des dépêches supplémentaires qui seront confiées aux courriers Britanniques convoyant à travers la France la correspondance des Indes Orientales pour la Grande Bretagne, et *vice versâ*, lorsque cette correspondance sera transportée par des paquebots entretenus ou frêtés par le Gouvernement de Sa Majesté Britannique.

ARTICLE XXIII.

When the packets of the Royal British Navy engaged in conveying the East India mails from and to Great Britain, shall touch at Marseilles, or any other port of the Mediterranean, they shall be considered and treated in those ports as vessels of war; shall be exempt from all navigation dues and port charges; and shall be entitled to all the honours and privileges granted by Article VII of the present Convention to the vessels belonging to the two Governments, or freighted by their order, and engaged in the conveyance of the mails between Dover and Calais.

The same immunities, honours, and privileges, shall be enjoyed by the packets of the Royal French Navy in the ports of the Mediterranean subject to the dominion of Her Britannick Majesty.

ARTICLE XXIII.

Lorsque les paquebots de la Marine Royale Britannique, chargés de la correspondance des Indes Orientales de et pour la Grande Bretagne, aborderont à Marseille, ou dans tout autre port de la Méditerranée, ils seront considérés et reçus dans ces ports comme vaisseaux de guerre, et exempts de tous droits de navigation et de port; ils y jouiront de tous les honneurs et privilèges attribués par l'Article VII de la présente Convention aux bâtimens des deux Etats, ou frêtés pour le compte respectif des deux Etats, et employés au transport des correspondances entre Douvres et Calais.

Les mêmes immunités, honneurs, et privilèges, sont assurés aux paquebots de la Marine Royale Française, dans les ports de la Méditerranée soumis à la domination de Sa Majesté Britannique.

ARTICLE XXIV.

In case of accidents or damage sustained in the course of their navigation by the packets respectively employed by the two Governments in the conveyance of the mails in the Mediterranean, the High Contracting Parties engage to afford mutually to those vessels all the aid and assistance which their situation may require, and to cause all necessary repairs to be made, and all damaged or destroyed rigging and machinery to be supplied by their arsenals, as far as may be practicable, according to the fixed charges of those establishments.

ARTICLE XXIV.

En cas de sinistre ou d'avaries survenues dans le cours de leur navigation aux paquebots respectivement employés par les deux Etats au transport des correspondances dans la Méditerranée, les Hautes Parties Contractantes s'engagent à donner réciproquement à ces bâtimens tous les secours et l'assistance que leur position réclamera, et à faire faire par leurs arsenaux, aux prix des tarifs de ces établissemens, et pour autant qu'ils seront convenablement outillés, les réparations et remplacement des agrès ou machines avariés ou brisés.

CHAPTER III.

Postage of International Letters.

§ 1.

The Channel.

ARTICLE XXV.

Persons desirous of sending ordinary letters either from France, Algeria, or those countries where France has established Post Offices, to the United Kingdom of Great Britain and Ireland, and those British colonies or possessions where the Post Office of Great Britain maintains Post Offices, or from the United Kingdom of Great Britain and Ireland, and the British colonies or possessions, to France, Algeria, and those countries where France maintains Post Offices, shall have the option,—

First, of leaving the whole postage of such letters to be paid by the receiver;

Secondly, of paying the said postage to the place of destination.

ARTICLE XXVI.

The inhabitants of both countries may send registered letters from one country to the other; and, as far as it shall be found practicable, to the countries the correspondence of which shall be transmitted through the respective Offices.

The postage on such letters shall be fixed according to the combined rates of the two countries: it must in all cases be paid to the place of destination.

ARTICLE XXVII.

The option of forwarding letters, either paid or unpaid, specified in Article XXV preceding, in favour of ordinary letters from the two countries, shall be applicable to letters and packets containing patterns of goods.

ARTICLE XXVIII.

Letters and packets containing patterns of goods, forwarded from one country to the other, either paid or unpaid, shall be conveyed at such reduced rates of postage as are allowed for such articles by the laws and regulations of each country.

TITRE III.

Port des Lettres Internationales.

§ 1.

Canal de la Manche.

ARTICLE XXV.

Les personnes qui voudront envoyer des lettres ordinaires, soit de la France, de l'Algérie, ou des pays où la France possède des Etablissemens de Poste, pour le Royaume Uni de la Grande Bretagne et d'Irlande, et les colonies ou possessions Anglaises où l'Administration des Postes de la Grande Bretagne entretient des Bureaux de Poste, soit du Royaume Uni de la Grande Bretagne et d'Irlande, et des colonies et possessions Anglaises, pour la France, l'Algérie, et les pays où la France possède des Etablissemens de Poste, auront le choix, savoir,—

1°. De laisser le port entier de ces lettres à la charge des destinataires;

2°. D'en payer le port d'avance jusqu'au lieu de destination.

ARTICLE XXVI.

Le public des deux pays pourra envoyer des lettres chargées d'un pays pour l'autre; et, autant qu'il sera possible, pour les pays auxquels les Offices respectifs servent d'intermédiaires.

Le port de ces lettres sera établi d'après les tarifs combinés des deux pays: il devra toujours être acquitté d'avance et jusqu'à destination.

ARTICLE XXVII.

Le mode d'affranchissement libre ou facultatif, stipulé par l'Article XXV précédent, en faveur des lettres ordinaires des deux pays, sera applicable aux lettres et paquets renfermant des échantillons de marchandises.

ARTICLE XXVIII.

Les lettres et paquets renfermant des échantillons de marchandises, qui seront envoyés d'un pays pour l'autre, affranchis ou non-affranchis, jouiront des modérations de port qui sont accordées à ces objets par les lois et règlemens de chaque pays.

ARTICLE XXIX.

The British Post Office shall pay to the Post Office of France, for postage upon all unpaid letters originating in France or Algeria, and addressed to the United Kingdom of Great Britain and Ireland, and those British colonies and possessions where the British Office maintains Post Offices (Alexandria and Malta excepted), at the rate of two francs for every thirty grammes, net weight.

The French Post Office shall, on its part, pay to the British Post Office, for postage upon all unpaid letters originating in the United Kingdom of Great Britain and Ireland, and addressed to France, Algeria, and those countries on the shores of the Mediterranean where France maintains Post Offices, at the rate of one shilling per ounce British, net weight.

ARTICLE XXIX.

L'Office des Postes Britanniques paiera à l'Office des Postes de France, pour prix du port des lettres non-affranchies, originaires de la France ou de l'Algérie, et destinées pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et possessions Anglaises où l'Office Britannique entretient des Bureaux de Poste (Alexandrie et Malte exceptées), la somme de deux francs par trente grammes, poids net.

De son côté, l'Office des Postes de France paiera à l'Office des Postes Britanniques, pour prix du port des lettres non-affranchies, originaires du Royaume Uni de la Grande Bretagne et d'Irlande, destinées pour la France, l'Algérie, et les parages de la Méditerranée où la France entretient des Bureaux de Poste, la somme d'un shilling par once Britannique, poids net.

ARTICLE XXX.

The British and French Offices shall mutually account to each other for the postage of ordinary letters which, in either of the two countries, may be paid to their destination in the other, according to the rates respectively allowed to each Office by the preceding Article for the postage of unpaid letters.

ARTICLE XXX.

Les deux Offices, Britannique et Français, se tiendront compte réciproquement du port des lettres ordinaires qui seront affranchies jusqu'à destination dans l'un des deux pays pour l'autre, d'après les prix respectivement attribués à chaque Office par l'Article précédent, pour le port des lettres non-affranchies.

ARTICLE XXXI.

The High Contracting Parties being desirous of extending to the inhabitants of their respective dominions the benefit of the reduction of postage stipulated in Articles XXIX and XXX preceding, mutually engage to lower, in the proportions hereinafter determined, the postage of international or transit correspondence, payable by their subjects.

ARTICLE XXXI.

Les Hautes Parties Contractantes, voulant faire profiter le public de leurs Etats respectifs des modérations de port stipulées dans les Articles XXIX et XXX précédens, s'engagent à réduire réciproquement, suivant les proportions qui seront déterminées ci-après, la taxe des correspondances internationales ou de transit, qui devra être acquittée par leurs nationaux.

ARTICLE XXXII.

Letters originating in France and forwarded to the British Post Office, which may be paid to any limit or destination whatever, shall not henceforward be liable to any other territorial rate than that which is fixed by Articles I and II of the Law of March 15, 1827.

ARTICLE XXXII.

Les lettres originaires de France, livrées à l'Office des Postes Britanniques, affranchies jusqu'à telle limite et pour quelque destination que ce soit, ne supporteront dorénavant d'autre taxe territoriale que celle qui est fixée par les Articles I et II de la Loi du 15 Mars 1827.

The said rate shall be determined according to the distance in a straight line between the place where the letter shall have been posted, and the point of egress from France. Nevertheless, letters from Paris, or conveyed through Paris, which shall be sent out of France by way of Calais, shall not be liable to any other charge than that fixed by the tariff of Boulogne.

The same rates shall be respectively applied under the same circumstances conversely, to unpaid letters addressed to France, originating in the United Kingdom of Great Britain and Ireland, and also to those unpaid letters for France coming from the British colonies and possessions, or from any other country beyond sea, which may be forwarded by the British Office; the whole without prejudice to the collection of the British territorial charges, or British or other transit charges, to which such letters may be liable.

Cette taxe sera réglée d'après la distance en ligne droite, existant entre le lieu où la lettre aura été déposée, et le point de sortie de France. Toutefois, les lettres de Paris, ou passant par Paris, qui devront sortir de France par Calais, ne supporteront que la taxe voulue par le tarif de Boulogne.

Les mêmes taxes seront respectivement appliquées, dans les mêmes circonstances, et en sens inverse, aux lettres non-affranchies destinées pour la France, originaires du Royaume Uni de la Grande Bretagne et d'Irlande, et à celles, aussi non-affranchies, également pour la France, provenant des colonies et possessions Anglaises, ou d'autres pays d'outremer, qui seront transmises par l'Office Britannique; le tout sans préjudice du recouvrement des taxes territoriales Anglaises ou de transit dont ces lettres pourront être frappées.

ARTICLE XXXIII.

Letters from the United Kingdom of Great Britain and Ireland forwarded to the French Post Office, which may be paid to any limit or destination whatever, shall be henceforth subject to a uniform rate of five pence for every single letter not exceeding in weight half an ounce, and so on in proportion, according to the scale of postage now established in the United Kingdom.

Excepting, however, letters of the same description, originating in the Channel Islands, the rate of postage on which, when forwarded direct to France, shall be only three pence for every single letter not exceeding half an ounce, and so on in proportion, according to the scale of postage now established in the United Kingdom.

The same respective rates of five pence and three pence shall be charged on unpaid letters originating in France, Algeria, or those countries on the shores of the Mediterranean where France maintains Post Offices, and on those unpaid letters coming from foreign countries, and transmitted by the French to the British Office; the whole without prejudice to the collection of the French territorial or transit charges to which the said letters may be liable.

ARTICLE XXXIII.

Les lettres du Royaume Uni de la Grande Bretagne et d'Irlande, livrées à l'Office des Postes de France, affranchies jusqu'à telle limite et pour quelque destination que ce soit, seront soumises dorénavant à une taxe uniforme de cinq pence par lettre simple, ou pésant une demi once, en suivant la progression des taxes actuellement admises dans le Royaume Uni.

Sont exceptées, toutefois, les lettres de même nature, originaires des Iles du Canal de la Manche, dont la taxe, lorsque ces lettres seront envoyées directement en France, sera seulement de trois pence par lettre simple ou pésant une demi once, en suivant la progression des taxes actuellement admises dans le Royaume Uni.

Les mêmes taxes respectives de cinq pence et de trois pence seront appliquées aux lettres non-affranchies, originaires de la France, de l'Algérie, ou des parages de la Méditerranée où la France entretient des Bureaux de Poste, et à celles, aussi non-affranchies, provenant des pays étrangers, qui seront transmises par l'Office Français à l'Office Britannique; le tout sans préjudice du recouvrement des taxes territoriales Françaises ou de transit dont ces lettres pourront être frappées.

ARTICLE XXXIV.

The respective amounts of postage on the correspondence exchanged be-

ARTICLE XXXIV.

Les ports respectifs des correspondances échangées entre les deux Offices,

tween the British and French Offices by the Offices of the Channel Islands, on the one part, and the Offices of St. Malo, Granville, and Cherbourg, on the other, by the means specified in Articles XII, XV, and XVI, preceding, shall be accounted for at the following rates, that is to say :—

1st. The French Post Office shall receive credit for unpaid letters forwarded from France, and addressed to the Channel Islands, and for letters paid in the Offices of the Channel Islands to their destination in France, at the rate of two francs for every thirty grammes, net weight;

2ndly. The British Post Office shall receive credit for unpaid letters forwarded from the Channel Islands, addressed to France, and for letters addressed to the said islands, and paid in France to their destination, at the rate of six pence per ounce British, net weight.

ARTICLE XXXV.

The local or transit correspondence exchanged directly between the British and French Post Offices on the shores of the Channel, and the conveyance of which shall be intrusted to merchant vessels, boats, or other craft navigating the Channel, shall not be liable to any other charge beyond those fixed by the two preceding Articles.

ARTICLE XXXVI.

The Government of Her Britannic Majesty reserves to itself the right of combining with the average rate to be paid to the French Post Office, pursuant to the 1st paragraph of Article XXIX of the present Convention, the British territorial rate fixed by Article XXXIII, for the purpose of forming those two rates into one uniform rate, applicable to all unpaid letters forwarded from France, as well as to all paid letters addressed to France.

Nevertheless, it is understood that in fixing such uniform rate, combined according to the rates above-mentioned, the portion of this postage, representing the sum to be repaid to France, shall not exceed five pence for every single letter.

ARTICLE XXXVII.

The mode in which the combined French and British rates, applicable to international letters exchanged between

Britannique et Français, par les Bureaux des Iles du Canal de la Manche, d'une part, et les Bureaux de St. Malo, Granville, et Cherbourg, de l'autre, par les moyens indiqués dans les Articles XII, XV, et XVI, précédens, donneront lieu aux décomptes ci-après, savoir :—

1° Au profit de l'Office des Postes de France : pour les lettres non-affranchies provenant de la France, à destination des Iles du Canal de la Manche, et pour les lettres affranchies dans les Bureaux des Iles du Canal de la Manche jusqu'à destination en France, la somme de deux francs par trente grammes, poids net ;

2°. Au profit de l'Office des Postes Britanniques : pour les lettres non-affranchies, provenant des Iles du Canal de la Manche, à destination de la France, et pour les lettres affranchies en France jusqu'à destination, adressées aux mêmes îles, la somme de six pence par once Britannique, poids net.

ARTICLE XXXV.

Les lettres de la correspondance locale ou de transit, échangées directement entre les Bureaux de Poste Britanniques et Français du littoral de la Manche, et dont le transport sera confié aux bâtimens du commerce, bateaux, et embarcations quelconques naviguant sur le Canal de la Manche, ne supporteront aucune taxe en sus de celles qui sont fixées par les deux Articles précédens.

ARTICLE XXXVI.

Le Gouvernement de Sa Majesté Britannique se réserve la faculté de combiner, avec le prix moyen à payer à l'Office des Postes de France en vertu du premier alinéa de l'Article XXIX de la présente Convention, la taxe territoriale Anglaise fixée par l'Article XXXIII, dans le but de composer de ces deux prix une taxe uniforme, applicable à toutes les lettres non-affranchies venant de France, comme à toutes les lettres affranchies adressées en France.

Toutefois, il est entendu que, dans l'établissement de la taxe uniforme, combinée d'après les prix mentionnés ci-dessus, la portion de cette taxe représentant le port à rembourser à la France, ne pourra pas excéder cinq pence par lettre simple.

ARTICLE XXXVII.

La perception, en France, des taxes Française et Britannique combinées, applicables aux lettres internationales

the two respective Offices, shall be collected in France, shall be by adding to the French postage, as regulated by the Law of March 15, 1827, and by Article XXXII preceding, the uniform British rate stipulated in Article XXXIII of the present Convention.

qui seront échangées entre les deux Offices respectifs, aura lieu en ajoutant au port Français, tel qu'il est réglé par la Loi du 15 Mars 1827, et par l'Article XXXII précédent, la taxe uniforme Anglaise stipulée dans l'Article XXXIII de la présente Convention.

§ 2.

The Mediterranean.

§ 2.

Méditerranée.

ARTICLE XXXVIII.

The conditions and rules laid down by Articles XXIX and XXX of the present Convention, concerning the exchange of international correspondence, and the accounts to which that exchange shall give rise between the two Offices of England and France, shall be common to letters originating in, or addressed to, the United Kingdom, the British colonies and possessions, or other places where the British Office maintains Post Offices, when such letters are forwarded to or from the French Offices established at Alexandria, Smyrna, the Dardanelles, and Constantinople; with the exception, on the one hand, of the sum to be paid by the British to the French Office for postage on unpaid letters forwarded from the above-mentioned French Offices at Alexandria, Smyrna, the Dardanelles, and Constantinople, and addressed to the United Kingdom, and the British colonies or possessions (except the British Offices of Malta and Alexandria), and also of the amount of postage on paid letters transmitted by the Post Office of the United Kingdom addressed to the said Offices: on such letters the rate of postage shall be four francs for every thirty grammes, net weight.

And with the exception, on the other hand, of the sum to be paid by the French to the British Post Office, as explained in the first three paragraphs of Article LII following, as the rate for transit through the territory of the United Kingdom, and for sea-conveyance of letters originating in, or addressed to, colonies or countries beyond sea, wherever they may be situated, when such letters are forwarded to or from the above-mentioned Offices, whether the correspondence in question shall be conveyed between the said colonies and countries beyond sea and the ports of

ARTICLE XXXVIII.

Les conditions et les règles fixées par les Articles XXIX et XXX de la présente Convention, concernant l'échange des correspondances internationales, et le décompte des taxes auquel cet échange donnera lieu entre les deux Offices d'Angleterre et de France, seront communes aux lettres originaires ou à destination du Royaume Uni, des colonies et possessions Anglaises, ou autres lieux où l'Office Britannique entretient des Bureaux de Poste, distribuées ou recueillies par les Bureaux Français établis à Alexandrie, à Smyrne, aux Dardanelles, et à Constantinople; sauf, d'une part, le prix à payer par l'Office des Postes Britanniques à l'Office des Postes de France pour le port des lettres non-affranchies, originaires des susdits Bureaux Français d'Alexandrie, de Smyrne, des Dardanelles, et de Constantinople, à destination du Royaume Uni, et des colonies ou possessions Anglaises (excepté les Bureaux Britanniques de Malte et d'Alexandrie), et pour le port des lettres affranchies, transmises par l'Office des Postes du Royaume Uni et destinées pour les mêmes Bureaux, lequel prix sera de quatre francs par trente grammes, poids net.

Et, d'autre part, le prix qui devra être compté par l'Office des Postes de France à l'Office des Postes Britanniques, ainsi qu'il sera expliqué dans les trois premiers alinéa de l'Article LII ci-après, pour droit de transit sur le territoire du Royaume Uni, et pour port de voie de mer, des lettres originaires ou à destination des colonies et pays d'outremer, sans distinction de parages, distribuées ou recueillies par les Bureaux sus-mentionnés, lorsque le transport de ces lettres aura été effectué entre ces colonies et pays d'outremer et les ports du Royaume Uni, soit par des bâtimens du

the United Kingdom, by merchant ships, by vessels of the Royal British Navy, or by vessels freighted by order of the British Government.

commerce, soit par des bâtimens de la Marine Royale Britannique, ou frêtés pour le compte du Gouvernement Britannique.

ARTICLE XXXIX.

The respective amounts of postage on the correspondence exchanged between the British and French Offices by the British Offices of Alexandria and Malta, on the one part, and the French Offices of Paris, Marseilles, Alexandria, Smyrna, the Dardanelles, and Constantinople, on the other, by means of the steam-packets of the Navy of His Majesty the King of the French employed in the Levant, shall be accounted for in the following manner:—

The French Post Office shall receive credit for unpaid letters coming from France or Algeria, and addressed to Gibraltar and Malta, and for letters paid at the British Offices of Gibraltar and Malta to their destination in France or Algeria, at the rate of three francs for every thirty grammes, net weight, one franc of which is for sea-conveyance.

For unpaid letters coming from the French or British Offices established at Alexandria, or from the French Offices of Smyrna, the Dardanelles, and Constantinople, and addressed to Malta; and for letters paid at Malta to their destination, addressed to the British or French Offices at Alexandria, or to the French Offices of Smyrna, the Dardanelles, and Constantinople, at the rate of one franc for every thirty grammes, net weight.

ARTICLE XXXIX.

Les ports respectifs des correspondances échangées entre les deux Offices, Britannique et Français, par les Bureaux Britanniques d'Alexandrie et Malte, d'une part, et les Bureaux Français de Paris, Marseille, Alexandrie, Smyrne, les Dardanelles, et Constantinople, de l'autre, au moyen des paquebots à vapeur de la Marine de Sa Majesté le Roi des Français, employés dans le Levant, donneront lieu aux décomptes ci-après, au profit de l'Office des Postes de France, savoir:—

Pour les lettres non-affranchies provenant de la France ou de l'Algérie, à destination de Gibraltar et de Malte, et pour les lettres affranchies dans les Bureaux Britanniques de Gibraltar et de Malte jusqu'à destination en France ou en Algérie, la somme de trois francs par trente grammes, poids net, dont un franc pour le transport par mer.

Pour les lettres non-affranchies, provenant des Bureaux Français ou Britannique établis à Alexandrie, ou des Bureaux Français de Smyrne, les Dardanelles, et Constantinople, à destination de Malte, et pour les lettres affranchies à Malte jusqu'à destination, adressées aux Bureaux Britannique ou Français d'Alexandrie, ou aux Bureaux Français de Smyrne, les Dardanelles, et Constantinople, la somme d'un franc par trente grammes, poids net.

ARTICLE XL.

The respective amounts of postage on correspondence exchanged by supplementary mails between the British and French Offices through the British Offices of Alexandria, Gibraltar, and Malta, on the one part, and the French Offices of Paris, Marseilles, and Alexandria, on the other, by means of the packets of the Royal British Navy, or of vessels freighted or employed by order of the Government of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, shall be accounted for in the following manner, namely:—

1st. The French Post Office shall receive credit for unpaid letters coming from France or Algeria, and addressed

ARTICLE XL.

Les ports respectifs des correspondances échangées par voie supplémentaire, entre les deux Offices Britannique et Français, par les Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, d'une part, et les Bureaux Français de Paris, Marseille, et Alexandrie, de l'autre, au moyen des paquebots de la Marine Royale Britannique, ou de bâtimens frêtés ou employés par les ordres du Gouvernement de Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, donneront lieu aux décomptes ci-après, savoir:—

1°. Au profit de l'Office des Postes de France:

Pour les lettres non-affranchies pro-

to the British Offices at Alexandria, Gibraltar, and Malta, and for letters paid in the British Offices of Alexandria, Gibraltar and Malta, to their destination in France or Algeria, at the rate of two francs for every thirty grammes, net weight.

2nd. The British Post Office shall receive credit for unpaid letters forwarded from the British or French Offices at Alexandria, and addressed to France or Algeria, at the rate of one shilling and eight pence per ounce British, net weight; and for letters addressed to the British and French Offices established at Alexandria, and paid to their destination, forwarded from France or Algeria, at the said rate of one shilling and eight pence, also per ounce British, net weight;

For unpaid letters forwarded from the Office at Gibraltar, and addressed to the French Office at Alexandria; and for letters paid in the French Office at Alexandria, addressed to the Office at Gibraltar, at the rate of one shilling and eight pence per ounce British, net weight;

For unpaid letters from the Office at Malta, addressed to France, to Algeria, or to the French Office at Alexandria; and for letters paid to Malta, coming from France, from Algeria, or from the French Office at Alexandria, at the rate of ten pence per ounce British, net weight.

venant de la France ou de l'Algérie, à destination des Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, et pour les lettres affranchies dans les Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, jusqu'à destination en France ou en Algérie, la somme de deux francs par trente grammes, poids net.

2°. Au profit de l'Office des Postes Britanniques:

Pour les lettres non-affranchies, provenant des Bureaux Britannique ou Français établis à Alexandrie, destinées pour la France ou l'Algérie, la somme d'un shilling et huit pence par once Britannique, poids net; et pour les lettres adressées aux Bureaux Britannique et Français établis à Alexandrie, et affranchies jusqu'à destination, provenant de la France ou de l'Algérie, la même somme d'un shilling et huit pence, aussi par once Britannique, poids net;

Pour les lettres non-affranchies provenant du Bureau de Gibraltar, adressées au Bureau Français d'Alexandrie; et pour les lettres affranchies dans le Bureau Français d'Alexandrie, adressées au Bureau de Gibraltar, la somme d'un shilling et huit pence par once Britannique, poids net;

Pour les lettres non-affranchies du Bureau de Malte, adressées en France et en Algérie, ou au Bureau Français d'Alexandrie; et pour les lettres affranchies jusqu'à Malte, provenant de la France, de l'Algérie, ou du Bureau Français d'Alexandrie, la somme de dix pence par once Britannique, poids net

CHAPTER IV.

Transit of Foreign Correspondence.

§ 1.

Ordinary Transit Correspondence.

ARTICLE XLI.

The British Post Office shall pay to the French Post Office for transit postage through France of the undermentioned correspondence originating in the United Kingdom of Great Britain and Ireland, and the British colonies and possessions, a uniform rate of two

TITRE IV.

Transit des Correspondances Etrangères.

§ 1.

Transit à découvert.

ARTICLE XLI.

L'Office des Postes Britanniques paiera à l'Office des Postes Françaises, pour prix du transit à travers la France des correspondances originaires du Royaume Uni de la Grande Bretagne et d'Irlande, et des colonies et possessions Anglaises, et qui seront désignées ci-

francs for every thirty grammes, net weight, that is to say :—

1. Letters addressed to the Sardinian States and Southern Italy ;

2. Letters addressed to Spain and Portugal.

après, un prix uniforme de deux francs par trente grammes, poids net, savoir :

1°. Les lettres destinées pour les Etats Sardes et l'Italie Méridionale ;

2°. Les lettres destinées pour l'Espagne et le Portugal.

ARTICLE XLII.

The British Post Office shall not be held liable to the French Post Office for the payment of the transit postage of the correspondence described in the preceding Article, whenever the Government of His Majesty the King of Sardinia, and the Government of Her Majesty the Queen of Spain, shall have consented to account to France for that postage.

The French Government engages to enter into negotiations for that purpose with the said Governments.

ARTICLE XLII.

L'Office des Postes Britanniques sera dispensé de payer à l'Office des Postes de France le port de transit des correspondances désignées dans l'Article précédent, du moment où le Gouvernement de Sa Majesté le Roi de Sardaigne et le Gouvernement de Sa Majesté la Reine d'Espagne auront consenti à tenir compte de ce port à la France.

Le Gouvernement Français prend l'engagement d'entamer des négociations à cet effet avec les Gouvernemens précités.

ARTICLE XLIII.

The classes of correspondence specified below, must be paid to the frontier of the United Kingdom, and forwarded to the French Post Office free from all charge for postage, namely :

1. Letters addressed to Turkey and the Levant, the Archipelago, Greece, and the Ionian Islands, passing through the Austrian Post ;

2. Letters addressed to Austria and the Lombardo-Venetian Kingdom;

3. Letters addressed to Germany, the Swiss Cantons, and the Northern States ;

4. Letters addressed to the Kingdoms of Belgium and the Netherlands, which the British Post Office may think proper to send through France.

Nevertheless, the inhabitants of the United Kingdom of Great Britain and Ireland, and of the British colonies and possessions, shall be at liberty to send paid to the points of egress from France, letters addressed to all the countries above-mentioned.

The British Post Office shall pay to the French Post Office, for transit postage of the said letters through France, at the rate of two francs for every thirty grammes, net weight.

ARTICLE XLIII.

Devront être affranchies jusqu'à la frontière du Royaume Uni, et livrées à l'Office des Postes de France exemptes de tout prix de port, les correspondances désignées ci-après, savoir :

1°. Les lettres destinées pour la Turquie, les Echelles du Levant, l'Archipel, la Grèce, et les Iles Ioniennes, passant par les Postes Autrichiennes.

2°. Les lettres destinées pour l'Autriche et le Royaume Lombardo-Vénitien ;

3°. Les lettres destinées pour l'Allemagne, les Cantons Suisses, et les Etats du Nord ;

4°. Les lettres destinées pour les Royaumes de Belgique et des Pays Bas, que l'Office des Postes Britanniques jugerait à propos de diriger par la France.

Néanmoins, le public du Royaume Uni de la Grande Bretagne et d'Irlande, et des colonies et possessions Anglaises, aura la faculté d'envoyer, affranchies jusqu'aux points de sortie de France, des lettres pour tous les pays ci-dessus dénommés.

L'Office des Postes Britanniques paiera à l'Office Français, pour prix du transit de ces lettres à travers la France, une somme de deux francs par trente grammes, poids net.

ARTICLE XLIV.

The British Post Office shall pay to the French Post Office, for transit postage of foreign correspondence

ARTICLE XLIV.

L'Office des Postes Britanniques paiera à l'Office des Postes Françaises, pour prix du transit des correspon-

addressed to the United Kingdom of Great Britain and Ireland, and the British colonies and possessions, the following rates, namely:—

1. On letters from Turkey, the Levant, the Archipelago, and Greece, passing through the Austrian dominions, two francs for every thirty grammes, net weight, as transit postage through France, in addition to three francs and twenty centimes, also for every thirty grammes, net weight, for which latter sum the French Office accounts to the Austrian Office, pursuant to their conventions, as transit postage of such letters through the Austrian and Swiss territories; making in all five francs and twenty centimes.

2. On letters from the Ionian Islands, passing through the Austrian dominions, two francs for every thirty grammes, net weight, as transit postage through France, in addition to two francs and forty centimes, also for every thirty grammes, net weight, for which latter sum the French Office accounts to the Austrian Office, pursuant to their conventions, as transit postage of the said letters through the Austrian and Swiss territories, making in all four francs and forty centimes.

3. On letters from Austria and the Lombardo-Venetian Kingdom, two francs for every thirty grammes, net weight, as transit postage through France, in addition to one franc and eighty centimes, also for every thirty grammes, net weight, for which latter sum the French Office accounts to the Austrian Office, pursuant to their conventions, as transit postage of the said letters through the territory of the Swiss Cantons; making in all three francs and eighty centimes.

dances étrangères destinées pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et possessions Anglaises, les sommes ci-après, savoir:—

1° Pour les lettres de la Turquie, des Echelles du Levant, de l'Archipel, et de la Grèce, passant par les Etats Autrichiens, deux francs par trente grammes, poids net, pour port de transit à travers la France; plus trois francs vingt centimes, aussi par trente grammes, poids net, dont l'Office de France tient compte à l'Office d'Autriche, en vertu de leurs conventions, pour prix du transit de ces lettres sur les territoires Autrichien et Suisse; en tout, cinq francs vingt centimes.

2°. Pour les lettres des Iles Ioniennes passant par les Etats Autrichiens, deux francs par trente grammes, poids net, pour port de transit à travers la France; plus deux francs quarante centimes, aussi par trente grammes, poids net, dont l'Office de France tient compte à l'Office d'Autriche, en vertu de leurs conventions, pour prix du transit de ces lettres sur les territoires Autrichien et Suisse; en tout, quatre francs quarante centimes.

3°. Pour les lettres de l'Autriche et du Royaume Lombardo-Vénitien, deux francs par trente grammes, poids net, pour port de transit à travers la France; plus un franc quatre-vingt centimes, aussi par trente grammes, poids net, dont l'Office de France tient compte à l'Office d'Autriche, en vertu de leurs conventions, pour prix du transit de ces lettres sur le territoire des Cantons Suisses; en tout, trois francs quatre-vingt centimes.

ARTICLE XLV.

The British Post Office shall pay to the French Post Office, for transit postage through France of the foreign correspondence described below, addressed to the United Kingdom of Great Britain and Ireland, and the British colonies and possessions, a uniform rate of two francs for every thirty grammes, net weight, namely:—

1. Letters from Spain and Portugal;

2. Letters from the Sardinian States and Southern Italy;

3. Letters from the Swiss Cantons;

4. Letters from Germany and the Northern States;

ARTICLE XLV.

L'Office des Postes Britanniques paiera à l'Office des Postes Françaises, pour prix du transit à travers la France des correspondances étrangères ci-après désignées, destinées pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et possessions Anglaises, un prix uniforme de deux francs par trente grammes, poids net, savoir:—

1°. Les lettres de l'Espagne et du Portugal;

2°. Les lettres des Etats Sardes et de l'Italie Méridionale;

3°. Les lettres des Cantons Suisses;

4°. Les lettres de l'Allemagne et des Etats du Nord;

5. Letters originating in the Kingdoms of Belgium and the Netherlands, which the Belgian and Netherland Post Offices may think proper to send through France.

5°. Les lettres originaires des Royaumes de Belgique et des Pays Bas, que les Offices des Postes Belges et Néerlandaises jugeraient à propos de diriger par la France.

ARTICLE XLVI.

The British Post Office may send to the French Post Office, paid to their destination, letters addressed to the several Cantons of the Swiss Confederation.

The British Office shall pay for postage of the said letters, at the rate of three francs and seventy centimes for every thirty grammes, net weight.

ARTICLE XLVI.

L'Office des Postes Britanniques pourra livrer à l'Office de France, affranchies jusqu'à destination, des lettres adressées dans les divers Cantons de la Confédération Suisse.

L'Office Britannique paiera pour le port de ces lettres, la somme de trois francs soixante-dix centimes par trente grammes, poids net.

ARTICLE XLVII.

The inhabitants of the United Kingdom of Great Britain and Ireland, and of the British colonies and possessions, shall be at liberty to forward through France, letters paid to their destination in the Kingdom of Sardinia.

In like manner, letters from the Sardinian States to the United Kingdom of Great Britain and Ireland, and the British colonies and possessions, may also be paid to their destination.

The British Post Office shall pay to the French Post Office, for postage on letters originating in the United Kingdom of Great Britain and Ireland, and in the British colonies and possessions, paid to their destination in Sardinia, at the rate of three francs and twenty-five centimes for every thirty grammes, net weight.

The French Post Office shall pay, on its part, to the British Post Office, for postage on letters forwarded from the Sardinian States, and paid to their destination in the United Kingdom of Great Britain and Ireland, one shilling per ounce British, net weight, and in the British colonies and possessions (but only to the port of landing in the said colonies and possessions), at the rate of three shillings and four pence, also per ounce British, net weight. Nevertheless, there shall be added to the rate of three shillings and four pence fixed as above, that of eight pence, for the internal postage of such of the said letters as are addressed to Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland; making in all four shillings per ounce British, net weight.

ARTICLE XLVII.

Le public du Royaume Uni de la Grande Bretagne et d'Irlande, des colonies et possessions Anglaises, aura la faculté d'envoyer par la France, des lettres affranchies jusqu'à destination pour le Royaume de Sardaigne.

Par réciprocité, les lettres des Etats Sardes pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonieset possessions Anglaises, pourront aussi être affranchies jusqu'à destination.

L'Office des Postes de la Grande Bretagne paiera à l'Office des Postes de France, pour le port des lettres originaires du Royaume Uni de la Grande Bretagne et d'Irlande, des colonies et possessions Anglaises, affranchies jusqu'à destination en Sardaigne, la somme de trois francs vingt-cinq centimes par trente grammes, poids net.

L'Office des Postes de France paiera de son côté, à l'Office des Postes Britanniques, pour le port des lettres venant des Etats Sardes, qui seront affranchies jusqu'à destination dans le Royaume Uni de la Grande Bretagne et d'Irlande, un shilling par once Britannique, poids net; et pour les colonies et possessions Anglaises (mais seulement jusqu'au port de débarquement dans ces colonies et possessions), la somme de trois shillings et quatre pence, aussi par once Britannique, poids net. Toutefois, il sera ajouté à la somme de trois shillings et quatre pence, ci-dessus fixée, celle de huit pence pour port intérieur de celles des susdites lettres qui seront destinées pour le Canada, le Nouveau Brunswick, la Nouvelle Ecosse, l'Ile du Prince Edouard, et Terre Neuve; en tout, quatre shillings par once Britannique, poids net.

ARTICLE XLVIII.

The British Post Office may forward, by way of Marseilles and the French Mediterranean packets, according to the wish of the senders, letters addressed to the Grand Duchy of Tuscany, the States of the Church, and the Kingdom of Greece. The British Office may forward such letters to the French Office, either unpaid, or paid to their destination.

The French Post Office shall pay to the British Post Office, for postage on such of these letters as shall be forwarded to France unpaid, one shilling per ounce, net weight.

The British Post Office shall pay to the French Post Office, for every thirty grammes, net weight, as postage on the same letters, when forwarded paid to their destination:—

1. On letters addressed to the Grand Duchy of Tuscany, at the rate of six francs and fifty centimes;

2. On letters addressed to the States of the Church, at the rate of five francs and fifty centimes;

3. On letters addressed to the Kingdom of Greece, at the rate of five francs and forty centimes.

ARTICLE XLVIII.

L'Office des Postes Britanniques pourra diriger par la voie de Marseille et des paquebots Français de la Méditerranée, selon la volonté des envoyeurs, des lettres à destination du Grand Duché de Toscane, des Etats Pontificaux, et du Royaume de Grèce. L'Office Britannique aura la faculté de livrer ces lettres à l'Office des Postes de France non-affranchies, ou affranchies jusqu'à destination.

L'Office des Postes de France paiera à l'Office des Postes Britanniques, pour le port de celles de ces lettres qui seront livrées à la France non-affranchies, un shilling par once, poids net.

L'Office Britannique paiera à l'Office des Postes de France, à raison de trente grammes, poids net, pour le port des mêmes lettres qui seront livrées affranchies jusqu'à destination, savoir:—

1°. Pour les lettres adressées dans le Grand Duché de Toscane, la somme de six francs cinquante centimes;

2°. Pour les lettres adressées dans les Etats Pontificaux, la somme de cinq francs cinquante centimes;

3°. Pour les lettres adressées dans le Royaume de Grèce, la somme de cinq francs quarante centimes.

ARTICLE XLIX.

The Government of His Majesty the King of the French promises to use its good offices with the Governments of the countries mentioned in the preceding Article, or of any other countries, the Post Offices of which are in relation with the French Post Office, in order to procure for the correspondence originating in the said countries, and addressed to the United Kingdom of Great Britain and Ireland, or to the British colonies and possessions, and *vice versâ*, the same facilities as are stipulated by the said Article, or which are now, or may hereafter be, secured to the inhabitants of France, with respect to such countries, in accordance with present or future conventions.

It is however understood that, should the Post Offices of the States the correspondence of which shall be transmitted through France, alter their territorial rates so as to modify the rates or transit charges fixed by the present Convention for the correspondence from the United Kingdom of Great Britain and Ireland, and the British

ARTICLE XLIX.

Le Gouvernement de Sa Majesté le Roi des Français promet d'interposer ses bons offices auprès des Gouvernemens des pays mentionnés dans l'Article précédent, ou de tous autres dont les Administrations de Poste sont en relation avec celle de France, afin d'obtenir pour les correspondances originaires de ces pays, adressées dans le Royaume Uni de la Grande Bretagne et d'Irlande, ou les colonies et possessions Anglaises, et *vice versâ*, des facilités analogues à celles qui sont stipulées par le dit Article, ou dont jouissent ou pourront jouir, à l'égard de ces mêmes pays, les regnicoles Français, en vertu des conventions existantes ou qui interviendraient dans la suite.

Il est toutefois entendu que, dans le cas où les Administrations de Poste des Etats auxquels la France sert d'intermédiaire, viendraient à modifier leurs tarifs territoriaux, de manière à influer sur les taxes ou droits de transit réglés par la présente Convention, pour les correspondances du Royaume Uni de la Grande Bretagne et d'Irlande, des

colonies or possessions, to the said States, and *vice versâ*, the new charges or rates resulting from such modifications shall be adopted by the British Post Office, when they shall have been pointed out and explained by the French Post Office.

colonies et possessions Anglaises, à destination de ces Etats, et réciproquement, les nouveaux droits ou taxes résultant de ces modifications seront admis par l'Office des Postes Britanniques, d'après les indications et justifications que lui en fournira l'Office des Postes de France.

ARTICLE L.

Letters from the Kingdom of the Two Sicilies for the United Kingdom of Great Britain and Ireland, and the British colonies and possessions, which shall be conveyed by the French Mediterranean packets, may be forwarded, according to the option of the senders, to the British Post Office, either unpaid, or paid to their destination.

The British Post Office shall pay to the French Post Office for postage on such of those letters as shall be forwarded unpaid, at the rate of three francs and sixty centimes for every thirty grammes, net weight.

When the said letters shall be forwarded to the British Post Office paid to their destination, the French Post Office shall pay to the said office, namely:— on such letters as are addressed to the United Kingdom of Great Britain and Ireland, one shilling per ounce British, net weight; and on those addressed to the British colonies and possessions (but only to the port of landing in the said colonies and possessions), three shillings and four pence, also per ounce British, net weight.

Nevertheless, there shall be added to the rate of three shillings and four pence fixed as above, that of eight pence for the internal postage of such of the aforesaid letters as are addressed to Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland; making in all four shillings per ounce British, net weight.

ARTICLE L.

Les lettres du Royaume des Deux Siciles pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et possessions Anglaises, qui seront transportées par les paquebots Français de la Méditerranée, pourront être livrées, selon la volonté des envoyeurs, à l'Office Britannique, non-affranchies, ou affranchies jusqu'à destination.

L'Office des Postes Britanniques paiera à l'Office des Postes de France, pour port de celles de ces lettres qui seront livrées non-affranchies, une somme de trois francs soixante centimes par trente grammes, poids net.

Lorsque ces lettres seront livrées à l'Office des Postes Britanniques, affranchies jusqu'à destination, l'Office des Postes de France paiera à cet Office, savoir: pour celles adressées dans le Royaume Uni de la Grande Bretagne et d'Irlande, un shilling par once Britannique, poids net; et pour celles adressées dans les colonies et possessions Anglaises (mais seulement jusqu'au port de débarquement dans ces colonies et possessions), trois shillings et quatre pence, aussi par once Britannique, poids net.

Toutefois, il sera ajouté à la somme de trois shillings et quatre pence, ci-dessus fixée, celle de huit pence, pour port intérieur de celles des susdites lettres qui seront destinées pour le Canada, le Nouveau Brunswick, la Nouvelle Ecosse, l'Ile du Prince Edouard, et Terre Neuve; en tout, quatre shillings par once Britannique, poids net.

ARTICLE LI.

Letters originating in the United Kingdom of Great Britain and Ireland, and in the British colonies and possessions, and addressed to the Kingdom of the Two Sicilies, which the British Post Office may think fit to send by way of Marseilles and the French Mediterranean packets, may be forwarded to the French Post Office, according to the option of the senders, either unpaid, or paid to their destination.

ARTICLE LI.

Les lettres originaires du Royaume Uni de la Grande Bretagne et d'Irlande, et des colonies et possessions Anglaises, pour le Royaume des Deux Siciles, que l'Office des Postes Britanniques voudra diriger par la voie de Marseille et des paquebots Français de la Méditerranée, pourront être livrées à l'Office des Postes de France, au choix des envoyeurs, non-affranchies, ou affranchies jusqu'à destination.

The French Post Office shall pay to the British Post Office, for postage of such of the said letters as are forwarded to France unpaid, namely:—

1. On those from the United Kingdom of Great Britain and Ireland, one shilling per ounce British, net weight.

2. And on those from the British colonies and possessions (but only from the port of embarkation in the said colonies and possessions), at the rate of three shillings and four pence per ounce British, net weight. Nevertheless, there shall be added to the rate of three shillings and four pence fixed as above, that of eight pence for the internal postage of such of the aforesaid letters as are forwarded from Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland; making in all four shillings per ounce British, net weight.

The British Post Office shall pay to the French Post Office, for postage on the same letters, when forwarded paid to their destination, at the rate of six francs and fifty centimes for every thirty grammes, net weight.

L'Office des Postes de France paiera à l'Office des Postes Britanniques, pour le port de celles de ces lettres qui seront livrées à la France non-affranchies, savoir:—

1°. Pour celles du Royaume Uni de la Grande Bretagne et d'Irlande, un shilling par once Britannique, poids net.

2°. Et pour celles des colonies et possessions Anglaises (mais seulement à partir du port d'embarquement dans ces colonies et possessions), la somme de trois shillings et quatre pence par once Britannique, poids net. Toutefois, il sera ajouté à la somme de trois shillings et quatre pence, ci-dessus fixée, celle de huit pence, pour port intérieur de celles des susdites lettres qui seront originaires du Canada, du Nouveau Brunswick, de la Nouvelle Ecosse, de l'Ile du Prince Edouard, et de Terre Neuve; en tout, quatre shillings par once Britannique, poids net.

L'Office Britannique paiera à l'Office des Postes de France, pour le port des mêmes lettres qui seront livrées affranchies jusqu'à destination, une somme de six francs cinquante centimes par trente grammes, poids net.

ARTICLE LII.

The French Post Office shall pay to the Post Office of Great Britain and Ireland, a uniform rate of three shillings and four pence per ounce British, net weight, for transit through the territory of the United Kingdom and for sea-conveyance of paid letters addressed to colonies and countries beyond sea, wherever the same may be situated, when forwarded by the French to the British Post Office, to be conveyed either by private ships, by Government vessels, or by vessels freighted or maintained by order of Government, from the ports of the United Kingdom.

The same rate of three shillings and four pence per ounce British, net weight, shall likewise be paid by the French Post Office to the Post Office of Great Great Britain and Ireland, for sea-conveyance and transit postage through the territory of the United Kingdom, of unpaid letters originating in colonies and countries beyond sea, wherever the same may be situated, addressed to France, Algeria, and those countries where France maintains Post Offices, as well as to the States, the correspond-

ARTICLE LII.

L'Office des Postes de France paiera à l'Office des Postes de la Grande Bretagne et d'Irlande, un prix uniforme de trois shillings et quatre pence par once Britannique, poids net, pour prix de transit sur le territoire du Royaume Uni, et pour port de voie de mer, des lettres affranchies, destinées pour les colonies et pays d'outremer, sans distinction de parages, qui seront livrées par l'Office des Postes de France à l'Office des Postes Britanniques pour être transportées, soit par des bâtimens du commerce, soit par des bâtimens de l'Etat, ou frêtés ou entretenus pour le compte de l'Etat, partant des ports du Royaume Uni.

La même somme de trois shillings et quatre pence par once Britannique, poids net, sera également payée par l'Office des Postes de France à l'Office des Postes de la Grande Bretagne et d'Irlande, pour port de voie de mer, et pour prix de transit sur le territoire du Royaume Uni, des lettres non-affranchies, originaires des colonies et pays d'outremer, sans distinction de parages, destinées pour la France, l'Algérie, et les pays où la France possède des Etablissemens de Poste,

ence of which shall be transmitted through France, when the said letters are brought into the ports of the United Kingdom, either by private ships, by Government vessels, or by vessels freighted or maintained by order of Government.

It is, however, understood that, in the rate of three shillings and four pence per ounce British, fixed as above for sea-conveyance and transit through the territory of the United Kingdom, of the letters described in the two preceding paragraphs, the rate with which those letters may be chargeable for internal postage in the said colonies and countries beyond sea, is not included. There shall be added to the above-mentioned rate, a rate of eight pence for the internal postage of such of those letters as are forwarded from or addressed to Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland; making in all four shillings per ounce British.

On its part, the Post Office of the United Kingdom shall pay to the French Post Office a uniform rate of four francs for every thirty grammes, net weight, for transit through the French territory and for sea-conveyance of paid letters addressed to colonies and countries beyond sea, wherever the same may be situated, when forwarded by the British to the French Post Office, to be conveyed either by private ships, by Government vessels, or by vessels freighted or maintained by order of Government, from French ports.

The same rate of four francs for every thirty grammes, net weight, shall likewise be paid by the British to the French Post Office for sea-conveyance and transit through the French territory, of unpaid letters coming from colonies and countries beyond sea, wherever the same may be situated, addressed to the United Kingdom, and the British colonies and possessions, when brought into French ports, either by private ships, by Government vessels, or by vessels maintained by order of Government.

It is likewise understood that, in the rate of four francs for every thirty grammes, fixed as above, for sea-conveyance and transit through the French territory, of the letters described in the two preceding paragraphs, the rate with

ainsi que pour les Etats auxquels la France sert d'intermédiaire, qui seront apportées dans les ports du Royaume Uni, soit par des bâtimens du commerce, soit par des bâtimens de l'Etat, ou frêtés ou entretenus pour le compte de l'Etat.

Il est toutefois entendu que, dans le prix ci-dessus fixé de trois shillings et quatre pence par once Britannique, pour port de voie de mer et de transit sur le territoire du Royaume Uni, des lettres désignées dans les deux paragraphes précédens, n'est pas comprise la taxe dont ces lettres seront passibles à raison de leur parcours dans l'intérieur des dites colonies et pays d'outremer. Il sera ajouté à la somme susdite, celle de huit pence pour port intérieur de celles de ces lettres qui seront originaires, ou à destination du Canada, du Nouveau Brunswick, de la Nouvelle Ecosse, de l'Ile du Prince Edouard, et de Terre Neuve; en tout, quatre shillings par once Britannique.

De son côté, l'Office des Postes du Royaume Uni de la Grande Bretagne et d'Irlande paiera à l'Office des Postes de France un prix uniforme de quatre francs par trente grammes, poids net, pour prix de transit sur le territoire Français, et pour port de voie de mer, des lettres affranchies, destinées pour les colonies et pays d'outremer, sans distinction de parages, qui seront livrées par l'Office des Postes Britanniques à l'Office des Postes de France, pour être transportées, soit par des bâtimens du commerce, soit par des bâtimens de l'Etat, ou frêtés ou entretenus pour le compte de l'Etat, partant des ports de France.

La même somme de quatre francs par trente grammes, poids net, sera également payée par l'Office des Postes Britanniques à l'Office des Postes de France, pour port de voie de mer et pour prix de transit sur le territoire Français, des lettres non-affranchies, originaires des colonies et pays d'outremer, sans distinction de parages, destinées pour le Royaume Uni, les colonies et possessions Anglaises, qui seront apportées dans les ports de France, soit par des bâtimens du commerce, soit par des bâtimens de l'Etat, ou entretenus pour compte de l'Etat.

Il est aussi entendu que, dans le prix ci-dessus fixé de quatre francs par trente grammes, pour port de voie de mer et de transit sur le territoire Français, des lettres désignées dans les deux paragraphes précédens, n'est

which those letters may be chargeable for internal postage in the said colonies and countries beyond sea, is not included.

§ 2.

Transit in closed Mails.

ARTICLE LIII.

The French Government engages to grant to England the transit in closed mails, through its territory, of the correspondence from the United Kingdom, the British colonies and possessions, and other places where the British Office maintains Post Offices, to the various continental States the correspondence of which shall be transmitted through France, and from those States to the United Kingdom, the British colonies and possessions, and other places where the British Office maintains Post Offices, at the rate of two francs for every thirty grammes, net weight, for letters, and five centimes for every newspaper or other printed paper.

The French Government engages likewise to make similar arrangements with regard to the correspondence between the General Post Office of London and the British Offices of Alexandria and Malta, on the one part, and the Offices of the Kingdoms of Greece and of the Two Sicilies, the States of the Church, and the Grand Duchy of Tuscany, on the other, the conveyance of which may be entrusted, by common consent, to the French Mediterranean packets, at the following rates, namely:—

1. Four francs for every thirty grammes, net weight, on letters exchanged between the said General Post Office of London and the Office of Greece;

2. Three francs, also for every thirty grammes, net weight, on letters exchanged between the General Post Office of London and the Offices of the Kingdom of the Two Sicilies, the States of the Church, and the Grand Duchy of Tuscany;

3. Two francs, also for every thirty grammes, net weight, on letters exchanged between the British Office of Alexandria and the Offices of the Kingdoms of Greece and the Two Sicilies, the States of the Church, and the Grand Duchy of Tuscany;

pas comprise la taxe dont ces lettres seront passibles à raison de leur parcours dans l'intérieur des dites colonies et pays d'outremer.

§ 2.

Transit en Dépeches closes.

ARTICLE LIII.

Le Gouvernement Français prend l'engagement d'accorder à l'Angleterre le transit, en dépêches closes, sur son territoire, des correspondances du Royaume Uni, des colonies et possessions Anglaises, et autres lieux où l'Office Britannique entretient des Bureaux de Poste, pour les différens Etats du Continent auxquels la France sert d'intermédiaire, et de ces Etats pour le Royaume Uni, les colonies et possessions Anglaises, et autres lieux où l'Office Britannique entretient des Bureaux de Poste, moyennant le prix de deux francs par trente grammes, poids net, pour les lettres, et cinq centimes par journal ou feuille d'imprimés.

Le Gouvernement Français prend le même engagement envers l'Angleterre, relativement aux correspondances qui pourront être échangées entre l'Office Général des Postes de Londres et les Bureaux Britanniques d'Alexandrie et de Malte, d'une part, et les Offices des Royaumes de Grèce et des Deux Siciles, des Etats Pontificaux, et du Grand Duché de Toscane, de l'autre, dont le transport serait confié, d'un commun accord, aux paquebots Français de la Méditerranée, moyennant les prix ci-après fixés, savoir:—

1°. La somme de quatre francs par trente grammes, poids net, pour les lettres échangées entre le dit Office Général des Postes de Londres et l'Office de Grèce;

2°. La somme de trois francs, aussi par trente grammes, poids net, pour les lettres échangées entre l'Office Général de Londres et les Offices du Royaume des Deux Siciles, des Etats Pontificaux, et du Grand Duché de Toscane;

3°. La somme de deux francs, aussi par trente grammes, poids net, pour les lettres échangées entre le Bureau Britannique d'Alexandrie et les Offices des Royaumes de Grèce et des Deux Siciles, des Etats Pontificaux, et du Grand Duché de Toscane;

4. And one franc, also for every thirty grammes, net weight, on letters exchanged between the above several Offices and the British Office of Malta.

The postage of every newspaper or other printed paper contained in the said closed mails, shall be ten centimes.

4°. Et la somme d'un franc, aussi par trente grammes, poids net, pour les lettres échangées entre ces divers Offices et le Bureau Britannique de Malte.

Le port sera de dix centimes par journal ou par feuille de tous autres imprimés contenus dans ces dépêches closes.

ARTICLE LIV.

The French Government further engages to convey also in closed mails, at the rates respectively fixed by Article LII, and by No. 2 of Article LXXX following, letters, newspapers, and printed papers from the United Kingdom, and the British colonies and possessions, to the several States of the two Continents of America, and *vice versâ*, the correspondence of which may be forwarded at the expense of the French Post Office, either by private ships, by Government vessels, or by vessels freighted by order of Government, dispatched from, or bound to, the French ports, or to ports in transatlantic countries.

ARTICLE LIV.

Le Gouvernement Français s'engage en outre à transporter, aussi en dépêches closes, moyennant les prix respectivement fixés par l'Article LII, ainsi que par le No. 2 de l'Article LXXX ci-après, les lettres, journaux, et imprimés du Royaume Uni et des colonies et possessions Anglaises, pour les divers Etats des deux Continens d'Amérique, et *vice versâ*, qui seront desservis aux frais de l'Office des Postes de France, soit par des bâtimens du commerce, soit par des bâtimens de l'Etat, ou frêtés au compte de l'Etat, expédiés ou à destination des ports de France, ou des stations et ports de relâche de ces bâtimens dans les parages transatlantiques.

ARTICLE LV.

The British Government engages, on its part, to grant the transit in closed mails, at the rates respectively fixed on behalf of the British Post Office by Articles LII and LXXX already referred to, for the conveyance in ordinary mails, of letters, newspapers, and printed papers, addressed from France to the several States of the two Continents of America, and the French colonies of Martinique and Guadeloupe, and *vice versâ*, which may be conveyed either by private ships, by Government vessels, or by vessels freighted by order of Government, dispatched from, or bound to, the ports of the United Kingdom.

ARTICLE LV.

Le Gouvernement Britannique promet, de son côté, d'accorder le transit, en dépêches closes, moyennant les prix respectivement fixés au profit de l'Office des Postes Britanniques pour la transmission des correspondances à découvert, par les Articles LII et LXXX déjà cités, des lettres, journaux, et imprimés de la France pour les différens Etats des deux Continens d'Amérique et les colonies Françaises de la Martinique et de la Guadeloupe, et *vice versâ*, qui seront transportés, soit par des bâtimens du commerce, soit par des bâtimens de l'Etat, ou frêtés pour le compte de l'Etat, expédiés ou à destination des ports du Royaume Uni.

ARTICLE LVI.

The steam-vessels of the Royal British Company, or any other vessels which may be entrusted with the conveyance of the mails of the British Post Office to the West Indies, and which may touch at the French colonies of Martinique and Guadeloupe, may communicate, under sail, with those islands, and land or take on board letters and

ARTICLE LVI.

Les bâtimens à vapeur de la Compagnie Royale Anglaise, ou tous autres bâtimens qui seront chargés du transport des malles de l'Office des Postes Britanniques pour les Indes Occidentales, touchant aux colonies Françaises de la Martinique et de la Guadeloupe, pourront communiquer sous voiles avec ces îles, et envoyer ou prendre à terre

passengers, by boats, without being liable to any navigation or port dues whatever.

Nevertheless, the said vessels shall not be permitted to have any commercial intercourse with the land, during the time employed in landing or taking on board letters and passengers.

par des embarcations, les lettres et les passagers, sans être assujettis à aucun droit de navigation ou de port quelconques.

Toutefois, ces bâtimens ne pourront se livrer à aucune opération de commerce avec la terre, pendant le temps employé au débarquement ou à l'embarquement des lettres et passagers.

ARTICLE LVII.

The Government of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland shall entrust to the Post Office of France, under the conditions and limitations expressed in the following Articles, the conveyance, in mail bags or closed boxes, of the correspondence from the East Indies to the United Kingdom of Great Britain and Ireland, and *vice versâ*, whenever the said correspondence shall pass through France.

ARTICLE LVII.

Le Gouvernement de Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande confiera à l'Office des Postes de France, aux conditions et sous les réserves qui seront exprimées dans les Articles ci-après, le transport, en dépêches ou malles closes, des correspondances venant des Indes Orientales, destinées pour le Royaume Uni de la Grande Bretagne et d'Irlande, et *vice versâ*, toutes les fois que les susdites correspondances passeront par la France.

ARTICLE LVIII.

The British Government reserves to itself the right of conveying the correspondence mentioned in the preceding Article, whenever it shall think proper, either between Alexandria and Marseilles, Alexandria and Malta, or Malta and Marseilles, or from and to any other ports whatever, by the packets of the Royal Navy, or by vessels freighted or employed for that purpose by its orders.

ARTICLE LVIII.

Le Gouvernement Britannique se réserve la faculté de faire transporter les correspondances mentionnées dans l'Article précédent, toutes les fois qu'il le jugera convenable, soit entre Alexandrie et Marseille, soit entre Alexandrie et Malte, ou Malte et Marseille, soit entre tous autres ports, par les paquebots de la Marine Royale, ou par des bâtimens frêtés ou employés à cet effet par ses ordres.

ARTICLE LIX.

The French Government engages to effect the conveyance of the correspondence described in Article LVII of the present Convention, in the following manner:—

1. Between Alexandria and Marseilles, by steam-packets of at least one hundred and sixty horse-power, belonging to the Government, which shall leave Alexandria on the 7th, 17th, and 27th; and Marseilles on the 1st, 11th, and 21st of each month. In the event of any alteration in the days or hours of departure from those two ports, the French Post Office shall give six months' previous notice to the British Post Office.

2. Between Marseilles and Calais, by mail-coaches or carriages appropriated to the conveyance of the said correspondence.

ARTICLE LIX.

Le Gouvernement Français s'engage à faire effectuer le transport des correspondances désignées dans l'Article LVII de la présente Convention, savoir:—

1° Entre Alexandrie et Marseille, par des paquebots à vapeur de la force de cent soixante chevaux au moins, appartenant à l'Etat, qui partiront d'Alexandrie les 7, 17, et 27, et de Marseille les 1, 11, et 21 de chaque mois. En cas de changement dans les jours et heures de départ de ces deux ports, l'Office des Postes de France en informera l'Office des Postes Britanniques six mois à l'avance.

2°. Entre Marseille et Calais, par des malles-postes ou voitures appropriées au service de ces correspondances.

ARTICLE LX.

The time employed in the passage from Alexandria to Marseilles, including that necessary for the transshipment and purification, if required, of the correspondence at Malta, shall not, except under uncontroulable circumstances, exceed three hundred and forty-five hours, or fourteen days and nine hours.

The time employed in the passage from Marseilles to Alexandria, including that necessary for the transshipment of correspondence at Malta, shall not, except under uncontroulable circumstances, exceed three hundred hours, or twelve days and twelve hours.

ARTICLE LX.

La durée du trajet d'Alexandrie à Marseille, y compris le temps nécessaire au transbordement et à la purification, s'il y a lieu, des correspondances à Malte, ne devra pas, à moins d'obstacles de force majeure, excéder trois cent quarante-cinq heures, ou quatorze jours et neuf heures.

La durée du trajet de Marseille à Alexandrie, y compris le temps nécessaire au transbordement des correspondances à Malte, sera, à moins d'obstacles de force majeure, au plus de trois cents heures, ou douze jours et douze heures.

ARTICLE LXI.

The distance between Marseilles and Calais shall be performed, except under uncontroulable circumstances, by the carriages of the French Office, conveying the English mails, as follows:—

1. From March 1st to September 30th, in seventy-two hours.
2. From October 1st to March 1st, in eighty hours.

ARTICLE LXI.

La distance entre Marseille et Calais sera parcourue, à moins d'évènement de force majeure, par les voitures de l'Office Français chargées des malles Anglaises, savoir:—

1°. Du 1 Mars au 30 Septembre, en soixante-douze heures.

2°. Du 1 Octobre au 1 Mars, en quatre-vingt heures.

ARTICLE LXII.

The mails from the East Indies to the United Kingdom of Great Britain and Ireland, or from the United Kingdom to the East Indies, shall pass through the French territory, sealed with the seal of the Post Office of the East India Company, or with that of the British General Post Office.

With a view to exempt the correspondence coming from the East Indies from the process of purification, to which it would otherwise be subjected by the sanitary regulations, the cases which are to contain such correspondence shall be made of plate-iron or tin, and hermetically closed; and they shall not have attached to them any substance considered, according to the said sanitary regulations, as capable of communicating infection.

ARTICLE LXII.

Les malles de lettres venant des Indes Orientales pour le Royaume Uni de la Grande Bretagne et d'Irlande, ou du Royaume Uni pour les Indes Orientales, traverseront le territoire Français, scellées du cachet de l'Office des Postes de la Compagnie des Indes Orientales, ou de celui de l'Office des Postes Britanniques.

Afin de soustraire les correspondances venant des Indes Orientales aux opérations de purification auxquelles elles seraient soumises par les règlemens sanitaires, les malles destinées à contenir ces correspondances devront être construites en tôle ou en ferblanc, et hermétiquement fermées; et elles ne pourront être garnies d'aucune matière réputée contumace par les dits règlemens sanitaires.

ARTICLE LXIII.

There shall be reserved, as well on board the French Mediterranean packets, as in the mail-coaches or carriages con-

ARTICLE LXIII.

Il sera réservé, tant dans les paquebots Français de la Méditerranée, que dans les malles-postes ou voitures qui trans-

veying, between Marseilles and Calais, the correspondence from the East Indies to the United Kingdom of Great Britain and Ireland, or from the United Kingdom to the East Indies, a place free of charge for a courier of Her Britannick Majesty, who shall keep under his special care the despatches and mails of Her Majesty's Government, and who shall have the right to be present at the purification of the correspondence, whenever it shall take place, and at all other operations to which the said correspondence may be subjected.

The place reserved for the British courier on board the French Mediterranean packets, shall be one of the first class.

A free passage shall likewise be allowed to the said courier on board the French Post Office packets in the Channel, whenever he shall think proper to proceed with his despatches from Calais to Dover by those vessels.

porteront, entre Marseille et Calais, les correspondances des Indes Orientales pour le Royaume Uni de la Grande Bretagne et d'Irlande, ou du Royaume Uni pour les Indes Orientales, une place gratuite pour un courrier de Sa Majesté Britannique, qui conservera sous sa garde particulière les dépêches et malles du Gouvernement de Sa Majesté, et qui pourra assister à la purification des correspondances, toutes les fois qu'elle devra avoir lieu, et à toutes les autres opérations auxquelles ces correspondances pourraient être soumises.

La place réservée, dans les paquebots Français de la Méditerranée, au courrier Britannique, sera une place de première classe.

Le passage gratuit sera également accordé à ce courrier dans les paquebots de l'Office Français établis sur la Manche, lorsqu'il jugera à propos de s'embarquer sur ces bâtimens, pour se rendre avec ses dépêches de Calais à Douvres.

ARTICLE LXIV.

The Government of Her Britannick Majesty engages to deliver to the French Post Office all letters coming from the East Indies and the French possessions in India, addressed to France, or to countries the correspondence of which shall be transmitted through France, and to convey, with its own letters, such correspondence addressed to the East Indies and to the French possessions in India, as shall be delivered to it by the French Post Office.

The postage on all such correspondence must be paid as far as Alexandria by the senders, whether in France or in the East Indies.

In the event of the option being hereafter granted to the inhabitants of the United Kingdom of Great Britain and Ireland, of receiving and sending, unpaid, or paid to their destination, letters coming from, or addressed to, the East Indies, the Government of Her Britannick Majesty promises to do all in its power to enable the French Post Office to procure the same advantages for the inhabitants of that country, taking as the basis of such arrangements, the combined rates of the British and East India Post Offices, applicable to the correspondence of the inhabitants of Great Britain.

It is understood that no correspondence coming from the East Indies, and addressed to countries the correspond-

ARTICLE LXIV.

Le Gouvernement de Sa Majesté Britannique promet de remettre à l'Office de France les lettres des Indes Orientales et des possessions Françaises dans l'Inde, destinées pour la France ou les pays auxquels la France sert d'intermédiaire, et de faire transporter avec ses propres correspondances, celles qui lui seront remises par l'Office de France, à destination des Indes Orientales et des possessions Françaises dans l'Inde.

Le port de ces correspondances devra être acquitté jusqu'à Alexandrie par les envoyeurs, soit de France, soit des Indes Orientales.

Dans le cas où la faculté serait accordée par la suite aux habitans du Royaume Uni de la Grande Bretagne et d'Irlande de recevoir et d'envoyer, non-affranchies, ou affranchies jusqu'à destination, des lettres venant des Indes Orientales, ou destinées pour les Indes Orientales, le Gouvernement de Sa Majesté Britannique promet de faire ce qui sera en son pouvoir pour mettre l'Office des Postes de France à portée de procurer au public Français les mêmes avantages, en prenant pour base de ces arrangemens les tarifs combinés de l'Office Britannique et de l'Office des Indes Orientales, applicables à la correspondance des regnicoles Anglais.

Il est entendu que les correspondances venant des Indes Orientales, et destinées pour les pays auxquels la

ence of which shall be transmitted through France, shall be delivered to the French Post Office, unless the senders have expressed their intention of having their letters or newspapers forwarded through France, by writing above the address the words, *by way of France.*

France sert d'intermédiaire, ne seront remises à l'Office Français qu'autant que les envoyeurs auront exprimé l'intention de diriger leurs lettres et journaux par la France, en écrivant sur l'adresse les mots, *voie de France.*

ARTICLE LXV.

The Post Office of the United Kingdom of Great Britain and Ireland shall pay to the Post Office of France, in satisfaction of all charges of conveyance or transit on the correspondence mentioned in Article LVII of the present Convention, between Alexandria and Calais, as follows :—

1st. For letters, four francs per ounce British, net weight.

2ndly. For newspapers, prices-current, and other printed papers which are allowed to pass by post at reduced rates, in the United Kingdom of Great Britain and Ireland, fifteen centimes each.

ARTICLE LXV.

L'Office des Postes du Royaume Uni de la Grande Bretagne et d'Irlande paiera à l'Office des Postes de France, pour tout droit de transport ou de transit des correspondances mentionnées dans l'Article LVII de la présente Convention, entre Alexandrie et Calais, savoir :—

1°. Pour les lettres, quatre francs par once Britannique, poids net.

2°. Pour les journaux, les prix-courants, et autres imprimés jouissant dans le Royaume Uni de la Grande Bretagne et d'Irlande d'une modération de port, quinze centimes par journal ou feuille d'impression.

ARTICLE LXVI.

The letters shall be weighed, and the newspapers, prices-current, and other printed papers above mentioned, shall be counted, by the Post Office of London, before the departure, or immediately on the arrival, of the East India mail ; and immediately after this operation, a statement shall be made out, containing the result of such counting and weighing, which shall be sent by the British Post Office to the Post Office of France.

Whenever British packets shall be employed for conveying the correspondence coming from, or addressed to, the French Office, the operations of weighing and counting, as above prescribed, shall be performed by the Office at Marseilles, and the result thereof shall be communicated by the French Post Office to the Post Office of the United Kingdom.

ARTICLE LXVI.

Les lettres seront pesées, et les journaux, prix-courants, et autres imprimés sus-mentionnés, seront comptés, par le Bureau de Londres, avant le départ ou au moment de l'arrivée de la malle des Indes Orientales ; et il devra être dressé, immédiatement après cette opération, une déclaration exprimant le résultat de ces compte et pesée, qui sera envoyée par l'Office des Postes Britanniques à l'Office des Postes de France.

Dans le cas où des paquebots Britanniques seraient employés pour transporter les correspondances de ou pour l'Office Français, les opérations de pesée et de compte ci-dessus prescrites seront pratiquées par le Bureau de Marseille, et le résultat en sera communiqué par l'Office des Postes de France à l'Office des Postes du Royaume Uni.

ARTICLE LXVII.

It is understood that, if the conveyance of the correspondence mentioned in Article LVII shall be performed by means of the packets of the Royal Navy of the United Kingdom of Great Britain and Ireland, or of vessels freighted or employed by order of Her Britannick Majesty's Government, either between

ARTICLE LXVII.

Il est entendu que, si le transport des correspondances mentionnées dans l'Article LVII devait être exécuté par le moyen des paquebots de la Marine Royale du Royaume Uni de la Grande Bretagne et d'Irlande, ou par des bâtimens qui seraient frêtés ou employés par les ordres du Gouvernement de Sa

Alexandria and Marseilles, or between Marseilles and Malta, or between Malta and Alexandria, the transit postage on such correspondence to be paid to the Post Office of France, in conformity with the provisions of Article LXV preceding, shall be as follows :—

1. When the said correspondence shall have been conveyed by British packets, or by vessels freighted or employed by order of the British Government, the whole distance from Alexandria to Marseilles, and *vice versâ*,—at the rate of two francs per ounceBritish, for letters ; and for newspapers, prices-current, and other printed papers mentioned in Article LXV aforesaid, ten centimes each.

2. When the said correspondence shall have been conveyed by such vessels only from Alexandria to Malta, or from Malta to Marseilles, and *vice versâ*,— three francs per ounce British for letters ; and fifteen centimes, as fixed by Article LXV aforesaid, for newspapers, prices-current, and other above-mentioned printed papers.

Majesté Britannique, soit entre Alexandrie et Marseille, soit entre Marseille et Malte, ou Malte et Alexandrie, le port de transit de ces correspondances à payer à l'Office des Postes de France, conformément aux dispositions de l'Article LXV précédent, sera fixé, savoir :—

1°. Lorsque le transport des dites correspondances aura été effectué par des paquebots Anglais, ou qui seront frêtés ou employés par les ordres du Gouvernement Anglais, dans le trajet d'Alexandrie à Marseille, et *vice versâ*, —à la somme de deux francs par once Britannique pour les lettres ; et pour les journaux, les prix-courants, et autres imprimés mentionnés dans l'Article LXV précité, à dix centimes par journal ou feuille d'impression.

2°. Lorsque ce transport aura été effectué par les mêmes bâtimens dans le trajet seulement d'Alexandrie à Malte, ou de Malte à Marseille, et *vice versâ*,—à trois francs par once Britannique pour les lettres ; et au prix de quinze centimes, fixé par l'Article LXV précité, pour les journaux, les prix-courants, et autres imprimés susmentionnés.

ARTICLE LXVIII.

The packets of Her Britannick Majesty navigating between Marseilles and Alexandria or Malta, shall convey, in closed bags, the correspondence originating in or addressed to the East Indies and the French possessions in India, which may be delivered to them by the French Post Office, or for that Office, under the conditions hereinafter mentioned, namely :—

1. At the rate of two francs per ounce British, for letters conveyed between Marseilles and Alexandria.

2. At the rate of one franc per ounce British, for letters conveyed between Alexandria and Malta, or Malta and Marseilles.

3. And for newspapers, prices-current, and other printed papers mentioned in Article LXV preceding, at the rate of five centimes each.

ARTICLE LXVIII.

Les paquebots de Sa Majesté Britannique qui feront le trajet entre Marseille et Alexandrie ou Malte, transporteront, en dépêches closes, les correspondances originaires ou à destination des Indes Orientales et des possessions Françaises dans l'Inde, qui leur seront remises par l'Office Français, ou pour cet Office, aux conditions ci-après, savoir :—

1°. A raison de deux francs par once Britannique, pour les lettres transportées entre Marseille et Alexandrie.

2°. A raison d'un franc par once Britannique, pour les lettres transportées entre Alexandrie et Malte, ou Malte et Marseille.

3°. Et pour les journaux, les prix-courants, et autres imprimés mentionnés dans l'Article LXV précédent, à raison de cinq centimes par journal ou par feuille.

ARTICLE LXIX.

The correspondence mentioned in the preceding Article, may be accompanied by a courier or agent of the French Post Office, who shall, in such case,

ARTICLE LXIX.

Les correspondances mentionnées dans l'Article précédent pourront être accompagnées par un courrier ou agent de l'Office Français, lequel, dans ce cas,

enjoy on board the English packets, or vessels freighted or employed by the English Government, the same privileges as are allowed to the courier of the British Post Office, by Article LXIII of the present Convention.

jouira sur les paquebots Anglais, ou qui seront frêtés ou employés par le Gouvernement Anglais, des privilèges accordés au courrier de l'Office Britannique par l'Article LXIII de la présente Convention.

ARTICLE LXX.

The couriers of the British Post Office who shall accompany, on board the French Mediterranean packets, the correspondence from the East Indies to the United Kingdom of Great Britain and Ireland, and from the United Kingdom to the East Indies, may receive or deliver, either at Malta, or any other station at which the said packets may touch, mail bags from or for the United Kingdom, on the same conditions, and with the same privileges, as are stipulated by the present Convention relative to the conveyance of the East Indian correspondence, subject always to the operation of the sanitary regulations.

It is, however, understood, that whenever the above-mentioned correspondence, coming from Malta or the Levant, shall have been purified in the Lazaretto of Malta, it shall not be subjected to any purification on arriving at Marseilles.

With regard to the rates to be paid to the French Office for the conveyance of the said correspondence, the stations at which it shall be delivered or taken on this side of Malta, shall be assimilated to Malta, and the stations beyond Malta to Alexandria.

ARTICLE LXX.

Les courriers de l'Office Britannique qui accompagneront, sur les paquebots Français de la Méditerranée, les correspondances des Indes Orientales pour le Royaume Uni de la Grande Bretagne et d'Irlande, et du Royaume Uni pour les Indes Orientales, pourront prendre ou remettre, soit à Malte, soit dans toute autre station où relâcheront les dits paquebots, des dépêches de ou pour le Royaume Uni, aux mêmes conditions et avec les mêmes privilèges qui sont stipulés par la présente Convention relativement au transport de la correspondance des Indes Orientales, sauf l'application des règlemens sanitaires.

Il est toutefois entendu que, dans le cas où les susdites correspondances venant de Malte ou du Levant, auront été purifiées au Lazaret de Malte, elles ne seront assujetties à aucune purification en arrivant à Marseille.

Quant au prix à payer à l'Office Français pour le transport de ces correspondances, les stations où elles seront déposées ou prises, en-deçà de Malte, seront assimilées à Malte, et celles au-delà, à Alexandrie.

ARTICLE LXXI.

The said couriers of the British Office who shall accompany the East Indian correspondence for the United Kingdom, and *vice versâ*, may, when such correspondence is conveyed by the English packets between Marseilles and Alexandria, be the bearers of closed mails containing the correspondence between England, the Ionian Islands, Malta, and Alexandria. The British Post Office shall pay to the French Post Office for the transit of the said correspondence through France, as for the transit of the Indian correspondence conveyed by the English packets, the rates fixed by Article LXVII preceding.

ARTICLE LXXI.

Les mêmes courriers de l'Office Britannique qui accompagneront les correspondances des Indes Orientales pour le Royaume Uni, et *vice versâ*, pourront, lorsque ces correspondances seront transportées par les paquebots Anglais entre Marseille et Alexandrie, être porteurs de dépêches closes, contenant les correspondances expédiées entre l'Angleterre, les Iles Ioniennes, Malte, et Alexandrie. L'Office des Postes Britanniques paiera à l'Office des Postes de France, pour le transit de ces correspondances à travers la France, comme pour celui des correspondances de l'Inde, transportées par les paquebots Anglais, les prix fixés par l'Article LXVII précédent.

ARTICLE LXXII.

The British Post Office shall convey, by means of the packets employed for the correspondence between Marseilles and Alexandria, letters and newspapers from France for Malta, the Ionian Islands, Alexandria, and *vice versâ*; and the said letters and newspapers shall be placed, with regard to the rate to be paid in such case, by the French to the British Post Office, on the same footing as the correspondence between France and the East Indies, namely: for letters conveyed by the British packets the whole distance between Marseilles and Alexandria, two francs per ounce; and when conveyed only from Malta to either of the above-mentioned places, one franc per ounce; and ten centimes for every newspaper, whatever the distance may be.

ARTICLE LXXII.

L'Office Britannique transportera, par les paquebots affectés à la correspondance entre Marseille et Alexandrie, les lettres et journaux de la France pour Malte, les Iles Ioniennes, Alexandrie, et *vice versâ*; et ces lettres et journaux seront placés, quant au prix à payer, dans ce cas, à l'Office Britannique par l'Office Français, sur le même pied que la correspondance entre la France et les Indes Orientales; c'est-à-dire, pour les lettres transportées par les paquebots Britanniques dans le trajet entier de Marseille à Alexandrie, deux francs par once; et lorsqu'elles seront seulement transportées de Malte à l'un ou l'autre des points ci-dessus désignés, un franc par once; et dix centimes par journal, quelle que soit la distance parcourue.

CHAPTER V.

Newspapers and Printed Papers.

§ 1.

International Newspapers and Printed Papers.

TITRE V.

Journaux et Imprimés.

§ 1.

Journaux et Imprimés Internationaux.

ARTICLE LXXIII.

Newspapers published in the United Kingdom of Great Britain and Ireland, or the Channel Islands, and addressed to persons residing in France or Algeria, shall be forwarded to the French Office free from any charge for postage.

The said newspapers shall, like newspapers forwarded from other foreign countries, and addressed to France, be subject to a rate of only four centimes, to be paid by the receiver.

Reciprocally, French newspapers addressed to persons residing in England, being paid in France to the frontier, at the rate of four centimes for every newspaper, shall, upon condition that they are forwarded through the French Post Office, be subject, in the United Kingdom, as well as in the Channel Islands, only to a postage equivalent to four centimes, to be paid by the English receiver.

ARTICLE LXXIII.

Les journaux publiés dans le Royaume Uni de la Grande Bretagne et d'Irlande, ou dans les Iles du Canal de la Manche, qui seront adressés à des personnes résidant en France ou en Algérie, seront livrés à l'Office Français exempts de tout prix de port.

Ces journaux ne supporteront, ainsi que le supportent ceux venus des autres pays étrangers, adressés en France, qu'une taxe de quatre centimes, payable par le destinataire.

Réciproquement, les journaux Français adressés à des personnes résidant en Angleterre, étant affranchis en France jusqu'à la frontière, à raison de quatre centimes par journal, ne devront, pour autant que ces journaux seront transmis par l'Office des Postes de France, supporter dans le Royaume Uni, ainsi que dans les Iles du Canal de la Manche, qu'une taxe proportionnelle à celle de quatre centimes, payable par les destinataires Anglais.

It is fully understood that the preceding stipulation does not in any way invalidate the right of either of the said Offices to refuse conveying on its own territory, such of those newspapers with respect to which the laws and ordinances concerning their publication and circulation have not been duly complied with.

Il est bien entendu que la stipulation qui précède n'infirme en aucune manière le droit que peut avoir l'un ou l'autre des deux Offices, de ne pas effectuer sur son propre territoire le transport de ceux de ces journaux à l'égard desquels il n'aurait pas été satisfait aux lois et ordonnances qui règlent les conditions de leur publication et de leur circulation.

ARTICLE LXXIV.

Periodical works, not of daily publication, issued in the United Kingdom of Great Britain and Ireland, and in France, in the shape of pamphlets, may be forwarded from one country to the other by means of the two Offices, under the following conditions, namely :—

1. The postage on such works must be paid, but only to the frontier of the territories of the respective States.

2. They must be sent in bands or covers open at the sides, so that they may be easily examined.

3. They must be printed in the language of the kingdom in which they are published ; and they shall be, in every respect, subject to the conditions prescribed by the laws, ordinances, and regulations of both countries, with regard to the circulation of daily newspapers, and other publications of the nature in question.

The rate to be levied in France, as well on the above-mentioned works addressed to the United Kingdom, as on those addressed from the United Kingdom to France, shall be that fixed by the Laws of March 15, 1827, and December 14, 1830.

The rate to be levied by the Post Office of Great Britain on similar works addressed to, or coming from France, shall be as follows :—

1. For every work not exceeding two ounces in weight, one penny.

2. For every work above two ounces in weight, and not exceeding three ounces, six pence.

3. For every work above three ounces in weight, and not exceeding four ounces, eight pence.

4. And for every ounce above four, up to sixteen ounces, (the limit imposed on the transmission of such articles by the British Office) two pence additional, every fraction of an ounce being reckoned as a full ounce.

ARTICLE LXXIV.

Les ouvrages périodiques non quotidiens, paraissant dans le Royaume Uni de la Grande Bretagne et d'Irlande, et en France, sous forme de brochures, pourront être envoyés d'un pays dans l'autre par la voie des deux Offices, aux conditions ci-après exprimées, savoir :—

1°. Le port de ces ouvrages devra être payé d'avance, et il ne pourra être acquitté que jusqu'à la limite du territoire des États respectifs.

2°. Ils devront être expédiés sous bandes, ou renfermés dans des enveloppes ouvertes sur les côtés, de manière à pouvoir être facilement vérifiés.

3°. Ils devront être imprimés dans la langue du pays où ils auront été publiés ; et ils seront, en tout point, assujettis aux conditions imposées à la circulation des journaux quotidiens et autres publications de cette espèce, par les lois, ordonnances, et règlemens des deux pays.

Le port à percevoir en France, tant sur les ouvrages ci-dessus désignés qui seront adressés dans le Royaume Uni, que sur ceux qui seront envoyés du Royaume Uni en France, sera celui qui est fixé par les Lois des 15 Mars 1827, et 14 Décembre 1830.

Quant au port à percevoir par l'Office des Postes de la Grande Bretagne sur les mêmes ouvrages adressés en France, ou venant de France, il sera réglé ainsi qu'il suit, savoir :—

1°. Pour tout ouvrage dont le poids n'excèdera pas deux onces, un penny.

2°. Pour tout ouvrage pesant au-dessus de deux onces, et n'excédant pas trois onces, six pence.

3°. Pour tout ouvrage pesant au-dessus de trois onces, et n'excédant pas quatre onces, huit pence.

4°. Pour chaque once au-dessus de quatre, et jusqu'à seize onces, (limite de l'admission de ces objets par l'Office Britannique), deux pence en sus, en observant que toute fraction de l'once sera comptée comme une once pour le port à percevoir.

ARTICLE LXXV.

Newspapers, and such printed papers as are allowed to pass by post at reduced rates, addressed to the British Offices of Alexandria, Gibraltar, and Malta, and posted in the French Offices (that of Marseilles excepted) shall be subject, besides the territorial rate prescribed by the Laws of March 15, 1827, and December 14, 1830, to a charge for sea-conveyance, fixed at five centimes each.

Newspapers, and such printed papers as are allowed to pass by post at reduced rates, addressed to the British Offices of Alexandria, Gibraltar, and Malta, and posted at Marseilles, or in the Post Offices of Algeria and other countries on the shores of the Mediterranean, shall be subject only to the above-fixed charge for sea-conveyance.

ARTICLE LXXV.

Les journaux, et les imprimés jouissant d'une modération de port, destinés pour les Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, qui seront déposés dans les Bureaux de Poste de France (celui de Marseille excepté) supporteront, outre la taxe territoriale voulue par les Lois des 15 Mars 1827, et 14 Décembre 1830, une taxe de voie de mer, qui est fixée à cinq centimes par chaque journal et feuille de tous autres imprimés.

Les journaux, et les imprimés jouissant d'une modération de port, destinés pour les Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, qui seront déposés au Bureau de Poste de Marseille, ou dans les Bureaux de Poste de l'Algérie et autres parages de la Méditerranée, ne supporteront que la taxe de voie de mer ci-dessus fixée.

ARTICLE LXXVI.

The postage to be collected by the French Offices on newspapers, as well as on such printed papers as are allowed to pass by post at reduced rates, posted at the British Offices of Alexandria, Gibraltar, and Malta, and addressed to France, Algeria, and those countries on the shores of the Mediterranean where France maintains Post Offices, shall be the same as that fixed by the preceding Article.

ARTICLE LXXVI.

La taxe à percevoir par les Bureaux Français sur les journaux, ainsi que sur les imprimés jouissant d'une modération de port, et originaires des Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, destinés pour la France, l'Algérie, et les parages de la Méditerranée où la France entretient des Bureaux de Poste, sera la même que celle qui est déterminée par l'Article précédent.

ARTICLE LXXVII.

The postage chargeable in the British Offices of Alexandria, Gibraltar, and Malta, on newspapers and such printed papers as are allowed to pass by post at reduced rates, forwarded to the French Post Offices, or received from the said Offices, shall not exceed the territorial rate to which the same are subject in France.

ARTICLE LXXVII.

La taxe à laquelle seront soumis, dans les Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, les journaux et les imprimés jouissant d'une modération de port, et livrés aux Bureaux de Poste Français, ou reçus de ces Bureaux, ne devra pas excéder la taxe territoriale dont ils sont passibles en France.

ARTICLE LXXVIII.

The inhabitants of both countries may send from one country to the other, courses of exchange, prices-current, and such other printed papers as are allowed in the United Kingdom of Great Britain and Ireland to pass by post at a reduced rate, under the following conditions, namely :—

ARTICLE LXXVIII.

Le public des deux pays pourra envoyer, d'un pays pour l'autre, des bulletins de bourse, prix-courants, et autres imprimés jouissant, dans le Royaume Uni de la Grande Bretagne et d'Irlande, d'une modération de port, en se conformant aux dispositions ci-après :—

1. The said printed papers must be sent in bands, and must not contain any writing, figures, or manual mark whatsoever. The courses of exchange and prices-current shall merely give the name and prices of goods, without any mention of the name and residence of the vendors.

2. The postage of such papers is fixed at five centimes each, for conveyance on the French territory, and at one penny, or ten centimes, each, for conveyance on the territory of the United Kingdom.

3. They shall not be sent either way, except paid to the territorial limit of the two respective Offices.

1°. Ces imprimés devront être expédiés sous bandes, et ne pourront contenir aucune écriture, chiffre, ou signe quelconque à la main. Les bulletins de bourse et prix-courants se borneront à indiquer le nom des marchandises et les prix, sans faire mention du nom et de la demeure des vendeurs.

2°. Le prix de ces objets est fixé à cinq centimes par feuille pour le parcours sur le territoire Français, et à un penny, ou dix centimes, aussi par feuille, pour le parcours sur le territoire du Royaume Uni.

3°. Ils ne pourront être envoyés, de part et d'autre, qu'affranchis jusqu'à la limite du territoire des deux Offices respectifs.

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§ 2.

Newspapers and Printed Papers in Transit.

§ 2.

Journaux et Imprimés en Transit.

ARTICLE LXXIX.

Newspapers published in the United Kingdom of Great Britain and Ireland, and addressed to persons residing in foreign countries the correspondence of which shall be transmitted through France, shall be forwarded to the French Post Office, like those addressed to France, free from any charge for postage.

The undermentioned newspapers are excepted, namely:—

1. Those addressed to Spain and Portugal;

2. Those forwarded by the British to the French Post Office, to be forwarded by any way whatsoever, to colonies and countries beyond sea;

The British Post Office shall pay to the French Post Office for transit and conveyance of newspapers of the first class, four centimes each; and ten centimes each, for those of the second class.

ARTICLE LXXIX.

Les journaux publiés dans le Royaume Uni de la Grande Bretagne et d'Irlande, et adressés à des personnes résidant dans les pays étrangers auxquels la France sert d'intermédiaire, seront livrés à l'Office Français, comme ceux adressés en France, exempts de tout prix de port.

Sont exceptés les journaux désignés ci-après, savoir:—

1°. Ceux qui seront destinés pour l'Espagne et le Portugal;

2°. Ceux que l'Office Britannique transmettra à l'Office de France pour être envoyés, par quelque voie que ce soit, dans les colonies et pays d'outremer;

L'Office des Postes Britanniques paiera à l'Office des Postes de France, pour prix du transit et du transport des journaux de la première catégorie, quatre centimes par journal, et dix centimes, aussi par journal, pour ceux de la seconde.

ARTICLE LXXX.

The British Post Office shall pay to the French Post Office, for transit postage on newspapers addressed to the United Kingdom of Great Britain and Ireland, passing through the French territory, the following rates, namely:—

ARTICLE LXXX.

L'Office des Postes Britanniques paiera à l'Office des Postes de France, pour port de transit des journaux à destination du Royaume Uni de la Grande Bretagne et d'Irlande, qui emprunteront le territoire Français, les prix ci-apres fixés, savoir:—

1. On newspapers forwarded from the various States of the Continent, four centimes each.

2. On newspapers forwarded from the countries on the shores of the Mediterranean, and colonies or countries beyond sea, and brought to France in any manner whatsoever, ten centimes each.

Reciprocally, the French Post Office shall pay to the British Post Office, for transit postage or sea-conveyance of foreign newspapers addressed to France, and brought in any manner whatsoever into the United Kingdom, the Channel Islands, or Malta, one penny each.

1°. Pour les journaux venus des divers Etats du Continent, quatre centimes par journal;

2°. Pour les journaux venus des parages de la Méditerranée et des colonies ou pays d'outremer, qui seront apportés en France par quelque voie que ce soit, dix centimes aussi par journal.

Réciproquement, l'Office des Postes de France paiera à l'Office des Postes Britanniques, pour tout port de transit ou de voie de mer, des journaux étrangers destinés pour la France, qui seront apportés par quelque voie que ce soit, dans le Royaume Uni, dans les Iles du Canal de la Manche, ou à Malte, un penny par journal.

ARTICLE LXXXI.

The French Post Office shall pay to the British Post Office the same sum of one penny for every newspaper, as fixed by the preceding Article, for postage on newspapers addressed to all countries beyond sea, without distinction, sent by the French Office to the British Office, to be conveyed, either by private ships, by Government vessels, or by vessels freighted by order of Government.

ARTICLE LXXXI.

L'Office des Postes de France paiera à l'Office des Postes Britanniques la même somme d'un penny par journal, fixée par l'Article précédent, pour tout port des journaux destinés pour les pays d'outremer, sans distinction de parages, qui seront livrés par l'Office de France à l'Office Britannique pour être transportés, soit par des bâtimens du commerce, soit par des bâtimens de l'Etat, ou frêtés au compte de l'Etat.

CHAPTER VI.

Various Regulations.

TITRE VI.

Dispositions Diverses.

ARTICLE LXXXII.

The Post Offices of the United Kingdom of Great Britain and Ireland and of France shall make out monthly their accounts for the mutual transmission, or conveyance in closed mails, of correspondence; and those accounts, after having been examined, compared, and settled by the two Post Offices, shall be paid, at the expiration of every quarter, by that Office which shall be found to be in debt to the other.

ARTICLE LXXXII.

Les Offices des Postes du Royaume Uni de la Grande Bretagne et d'Irlande et de France dresseront, chaque mois, les comptes résultant de la transmission réciproque, ou du transport en dépêches closes, des correspondances; et ces comptes, après avoir été débattus et arrêtés contradictoirement par ces Offices, seront soldés à la fin de chaque trimestre, par l'Office qui sera reconnu débiteur envers l'autre.

ARTICLE LXXXIII.

Dead letters and newspapers which cannot be delivered, from whatever cause, shall be mutually returned, at

ARTICLE LXXXIII.

Les lettres et journaux tombés en rebut, pour quelque cause que ce soit, seront renvoyés, de part et d'autre, à la

the expiration of every month, or oftener if possible. Such of those letters as shall have been charged in the account, shall be returned for the same weight and amount of postage which was originally charged by the sending Office.

fin de chaque mois, et plus souvent, si faire se peut. Celles de ces lettres qui auront été livrées en compte, seront remises pour les poids et prix auxquels elles auront été originairement expédiées par l'Office envoyeur.

ARTICLE LXXXIV.

Dead letters which cannot be delivered, from whatever cause, and which have been conveyed in transit, either in ordinary or in closed mails, by either of the two Offices on account of the other, shall be admitted for the same weight and amount of postage which was charged in the transit accounts of the respective Offices, on a simple declaration, or on nominal lists vouching for the amount of postage demanded, when the letters themselves cannot be produced by the Office which has to claim the amount of their postage from the corresponding Office.

ARTICLE LXXXIV.

Les lettres tombées en rebut, pour quelque cause que ce soit, qui auront été transportées en transit, soit à découvert, soit en dépêches closes, par l'un des deux Offices pour le compte de l'autre, seront admises pour les poids et prix pour lesquels elles auront été comprises dans les comptes de transit des Offices respectifs, sur de simples déclarations ou listes nominatives mises à l'appui des décomptes, lorsque les lettres elles-mêmes n'auront pas pu être produites par l'Office qui aura à se prévaloir du montant de leurs taxes vis-à-vis de l'Office correspondant.

ARTICLE LXXXV.

Letters misdirected or missent, shall be reciprocally returned, without delay, through the respective Offices of exchange, for the same weight and amount of postage at which they were charged by the despatching Office to the other Office.

With regard to letters addressed to persons who have changed their residence, whatever be the origin of such letters, they shall be mutually returned, charged with the rate that should have been paid by the receivers.

ARTICLE LXXXV.

Les lettres mal adressées ou mal dirigées seront, sans aucun délai, réciproquement renvoyées par l'intermédiaire des Bureaux d'échange respectifs, pour les poids et prix auxquels l'Office envoyeur aura livré ces lettres en compte à l'autre Office.

Quant aux lettres adressées à des destinataires ayant changé de résidence, et quelle que soit l'origine de ces lettres, elles seront respectivement rendues, chargées du port qui aurait dû être payé par les destinataires.

ARTICLE LXXXVI.

In order reciprocally to secure the postage on the whole correspondence from one country to the other, the British and French Governments engage to prevent, by all the means in their power, the transmission of the said correspondence through any other channel than their respective Post Offices.

Nevertheless, it is understood that couriers sent by commercial firms, or by other persons, to convey occasionally a single letter, or one or more newspapers, may pass unmolested through the respective territories of both Powers, provided the said couriers exhibit, on

ARTICLE LXXXVI.

Afin de s'assurer réciproquement l'intégralité du produit des correspondances de l'un pour l'autre pays, les Gouvernemens Britannique et Français s'engagent à empêcher, par tous les moyens qui sont en leur pouvoir, que ces correspondances ne passent par d'autres voies que par leurs Postes respectives.

Toutefois, il est entendu que les courriers envoyés par des maisons de commerce ou autres, pour porter accidentellement une seule lettre, ou une ou plusieurs gazettes, pourront traverser librement les territoires respectifs des deux Etats, pourvu que, sur

the French territory, the letter or newspapers which they convey to the first Post Office on their route, which Office shall tax the said letter or newspapers with the rates prescribed by the laws and regulations of the country.

The said letter or newspapers shall be marked with the date and charge stamps of the Office at which the postage shall have been paid, and a certificate thereof shall be delivered to the courier, and annexed to his passport.

le territoireFrançais, ces courriers présentent la lettre ou les gazettes dont ils seront porteurs, au premier Bureau de Poste, qui leur appliquera les taxes voulues par les lois et règlemens du pays.

Ces objets seront frappés des timbres d'origine et d'affranchissement des Bureaux de Poste par lesquels les taxes auront été perçues, et il en sera délivré au courrier un certificat, qui sera joint à son passeport.

ARTICLE LXXXVII.

The form in which the accounts mentioned in Article LXXXII preceding are to be made up, and all other matters of detail which are to be arranged by mutual consent, for insuring the execution of the stipulations contained in the present Convention, shall be settled between the Post Offices of the United Kingdom of Great Britain and Ireland, and of France, as soon as possible after the exchange of the ratifications of the said Convention.

It is also agreed that the measures of detail mentioned in the present Article, may be modified by the two Post Offices, whenever, by mutual consent, those Offices shall have decided that such modifications would be beneficial to the Post Office service of the two countries.

ARTICLE LXXXVII.

La forme à donner aux comptes mentionnées dans l'Article LXXXII précédent, et toutes autres mesures de détail et d'ordre qui devront être arrêtées de concert pour procurer l'exécution des stipulations de la présente Convention, seront réglées entre les Offices des Postes du Royaume Uni de la Grande Bretagne et d'Irlande, et de France, aussitôt après l'échange des ratifications de la dite Convention.

Il est aussi convenu que les mesures de détail et d'ordre mentionnées au présent Article, pourront être modifiées par les deux Offices, toutes les fois que, d'un commun accord, ces deux Offices auront reconnu que ces modifications seraient utiles au bien du service des Postes des deux pays.

ARTICLE LXXXVIII.

The present Convention is concluded for five years; after the expiration of that period, it shall continue in force during five years more, and so on, unless a notification to the contrary should be made by either of the High Contracting Parties, one year before the expiration of each period.

During this last year, the Convention shall continue to be fully and entirely carried into effect, without prejudice to the settlement of the accounts between the two Post Offices, after the expiration of the said term.

ARTICLE LXXXVIII.

La présente Convention est conclue pour cinq ans; à l'expiration de ce terme, elle demeurera en vigueur pendant cinq autres années, et ainsi de suite, à moins de notification contraire, faite par l'une des Hautes Parties Contractantes un an avant l'expiration de chaque terme.

Pendant cette dernière année, la Convention continuera d'avoir son exécution pleine et entière, sans préjudice de la liquidation et du solde des comptes entre les deux Offices après l'expiration du dit terme.

ARTICLE LXXXIX.

The provisions of former Conventions are maintained, in all cases where they are not contrary to the stipulations of the present Convention.

ARTICLE LXXXIX.

Sont maintenues les dispositions des Conventions antérieures, qui ne seraient pas contraires aux stipulations de la présente Convention.

ARTICLE XC.

The present Convention shall be ratified, and the ratifications exchanged at London within one month, or sooner if possible; and it shall come into operation on the first day of June, one thousand eight hundred and forty-three.

In witness whereof, the respective Plenipotentiaries have signed the present Convention, and have affixed thereto the seal of their arms.

Done, in duplicate, at London, the third day of April, in the year of our Lord one thousand eight hundred and forty-three.

(L.S.) ABERDEEN.
(L.S.) LOWTHER.
(L.S.) STE. AULAIRE.

ARTICLE XC.

La présente Convention sera ratifiée, et les ratifications en seront échangées à Londres, dans le délai d'un mois, ou plus tôt si faire si peut; et elle sera mise à exécution le premier Juin, mil huit cent quarante-trois.

En foi de quoi, les Plénipotentiaires respectifs ont signé la présente Convention, et y ont apposé le sceau de leurs armes.

Fait à Londres, en double original, le troisième jour du mois d'Avril, l'an de grâce mil huit cent quarante-trois.

(L.S.) ABERDEEN.
(L.S.) LOWTHER.
(L.S.) STE. AULAIRE.

ARTICLES

AGREED UPON BETWEEN THE

POST OFFICE OF GREAT BRITAIN

AND THE

POST OFFICE OF FRANCE,

FOR

CARRYING INTO EXECUTION THE CONVENTION OF APRIL 3, 1843.

Signed at London, May 1, 1843.

Presented to both Houses of Parliament by Command of Her Majesty, 1843.

LONDON:
PRINTED BY T. R. HARRISON.

ARTICLES agreed upon between the Post Office of Great Britain and the Post Office of France, for carrying into execution the Convention of April 3, 1843.

Signed at London, May 1, 1843.

ARTICLES agreed upon between the Post Office of Great Britain and the Post Office of France, for carrying into execution the Convention of April 3, 1843.

In pursuance of Article LXXXVII of the Convention of April 3rd, 1843, between Great Britain and France, which leaves to the two Post Offices the regulation, immediately after the exchange of the ratifications of the said Convention, of the form in which the accounts for the transmission of correspondence are to be made up, as well as of all other matters of detail which are to be arranged by mutual consent for ensuring the execution from the first day of June next, of the stipulations contained in the said Convention,—

The Undersigned, duly authorized for that purpose by their respective Offices, have agreed upon the following Articles :—

CHAPTER I.

Regulations between the respective Offices of Exchange.

ARTICLE I.

Regulations for the Exchange of Mails.

The following shall be the regulations for the exchange of mails on the Channel and on the Mediterranean :—

ARTICLES convenus entre l'Office des Postes de France et l'Office des Postes de la Grande Bretagne, pour l'exécution de la Convention du 3 *Avril,* 1843.

En exécution de l'Article LXXXVII de la Convention du 3 Avril, 1843, entre la France et la Grande Bretagne, qui confie aux Offices des Postes des deux pays le soin de régler, aussitôt après l'échange des ratifications de la dite Convention, la forme à donner aux comptes de la transmission des correspondances, et toutes autres mesures de détail et d'ordre qui devront être arrêtées de concert pour procurer l'exécution, à partir du 1er Juin prochain, des stipulations contenues dans cette Convention,—

Les Soussignés, dûment autorisés à cet effet par leurs Offices respectifs, sont convenus des Articles suivans :—

CHAPITRE I.

Relations entre les Bureaux d'Echange respectifs.

ARTICLE I.

Les relations entre les Bureaux d'Echange Français et Britanniques, tant sur le Canal de la Manche que sur la Méditerranée, seront établies de la manière suivante, savoir :—

On the Channel.

1. The Office of Paris shall exchange mails with the Offices of London and Dover;

2. The Office of Calais shall exchange mails with the Offices of London and Dover;

3. The Office of Boulogne shall exchange mails with the Offices of London and Dover;

4. The Office of Dieppe shall exchange mails with the Office of Brighton;

5. The Office of Havre shall exchange mails with the Offices of London, Southampton and Brighton;

6. The Office of Cherbourg shall exchange mails with the Offices of the Islands of Jersey and Guernsey;

7. The Office of Granville shall exchange mails with the Offices of the Islands of Jersey and Guernsey;

8. The Office of St. Malo shall exchange mails with the Offices of the Islands of Jersey and Guernsey.

On the Mediterranean.

1. The Office of Paris shall exchange mails with the British Office of Malta; and it shall moreover despatch mails to the British Offices of Alexandria and Gibraltar, but will receive no mails from these latter in return;

2. The Office of Marseilles shall exchange mails with the British Offices of Alexandria, Gibraltar and Malta;

3. The French Office at Alexandria shall exchange mails with the British Office established in the same place, and with the Office of Malta;

4. The French Office at Smyrna shall exchange mails with the British Office of Malta;

5. The French Office at the Dardanelles shall exchange mails with the British Office of Malta;

6. The French Office at Constantinople shall exchange mails with the British Office of Malta.

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§ 1.

The Channel.

ARTICLE II.

The mails despatched from the Office of Paris to the Office of

Sur le Canal de la Manche.

1°. Le Bureau de Paris correspondra avec ceux de Londres et Douvres;

2°. Le Bureau de Calais correspondra avec ceux de Londres et Douvres;

3°. Le Bureau de Boulogne correspondra avec ceux de Londres et Douvres;

4. Le Bureau de Dieppe correspondra avec celui de Brighton;

5°. Le Bureau du Hâvre correspondra avec ceux de Londres, Southampton et Brighton;

6°. Le Bureau de Cherbourg correspondra avec ceux des Iles de Jersey et Guernesey;

7°. Le Bureau de Granville correspondra avec ceux des Iles de Jersey et Guernesey;

8°. Le Bureau de St. Malo correspondra avec ceux des Iles de Jersey et Guernesey.

Sur la Méditerranée.

1°. Le Bureau de Paris correspondra avec le Bureau Britannique de Malte, et il fera, en outre, des dépêches pour les Bureaux Britanniques d'Alexandrie et Gibraltar, mais sans réciprocité.

2°. Le Bureau de Marseille correspondra avec les Bureaux Britanniques d'Alexandrie, Gibraltar et Malte;

3°. Le Bureau Français établi à Alexandrie correspondra avec le Bureau Britannique établi dans la même ville et avec celui de Malte;

4°. Le Bureau Français établi à Smyrne correspondra avec le Bureau Britannique de Malte;

5°. Le Bureau Français établi aux Dardanelles correspondra avec le Bureau Britannique de Malte;

6. Le Bureau Français établi à Constantinople correspondra avec le Bureau Britannique de Malte.

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§ 1.

Canal de la Manche.

ARTICLE II.

Les dépêches du Bureau de Paris pour celui de Londres comprendront

London shall comprize all the correspondence originating in the French departments and the countries mentioned in Table No. 1, annexed to the present Articles, for the United Kingdom of Great Britain and Ireland, its colonies and countries beyond sea, with the exception of the English towns mentioned in Table No. 2.

toutes les correspondances originaires des départemens Français et des pays désignés dans le Tableau faisant suite aux présens Articles, sous le No. 1, pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et pays d'outremer, à l'exception des villes de l'Angleterre portées dans le Tableau No. 2.

ARTICLE III.

Reciprocally, the mails despatched from the Office of London to the Office of Paris shall comprise all the correspondence originating in the United Kingdom of Great Britain and Ireland, its colonies and countries beyond sea, with the exception of the English towns mentioned in Table No. 2, annexed to the present Articles, for the French departments and the countries mentioned in Table No. 1.

ARTICLE III.

Réciproquement, les dépêches du Bureau de Londres pour le Bureau de Paris comprendront toutes les correspondances originaires du Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et pays d'outremer, à l'exception des villes d'Angleterre désignées dans le Tableau faisant suite aux présens Articles, sous le No. 2 pour les départemens Français et les pays portés dans le Tableau No. 1.

ARTICLE IV.

The mails despatched from the Office of Paris to the Office of Dover shall comprize all the correspondence originating in the French departments and the countries mentioned in Table No. 1 annexed to the present Articles, for the English towns mentioned in Table No. 2.

ARTICLE IV.

Les dêpêches du Bureau de Paris pour le Bureau de Douvres comprendront toutes les correspondances originaires des départemens Français et des pays désignés dans le Tableau faisant suite aux présens Articles, sous le No. 1, pour les villes de l'Angleterre portées dans le Tableau No. 2.

ARTICLE V.

Reciprocally, the mails despatched from the Office of Dover to the Office of Paris shall comprize all the correspondence originating in the English towns mentioned in Table No. 2, annexed to the present Articles, for the French departments and the countries mentioned in Table No. 1.

ARTICLE V.

Réciproquement, les dépêches du Bureau de Douvres pour le Bureau de Paris comprendront toutes les correspondances originaires des villes de l'Angleterre désignées dans le Tableau faisant suite aux présens Articles sous le No. 2, pour les départemens Français et les pays portés dans le Tableau No. 1.

ARTICLE VI.

The ordinary mails despatched from the Office of Calais to the Office of London shall comprize all the correspondence originating in the French departments and the countries mentioned in Table No. 3, annexed to the present Articles, for the United Kingdom of Great Bri-

ARTICLE VI.

Les dépêches ordinaires du Bureau de Calais pour celui de Londres comprendront toutes les correspondances originaires des départemens Français et des pays désignés dans le Tableau faisant suite aux présens Articles, sous le No. 3, pour le Royaume Uni de la Grande Bretagne

tain and Ireland, its colonies and countries beyond sea, with the exception of the English towns mentioned in Table No. 2.

et d'Irlande, les colonies et pays d'outremer, à l'exception des villes de l'Angleterre portées dans le Tableau No. 2.

ARTICLE VII.

Reciprocally, the ordinary mails despatched from the Office of London to the Office of Calais shall comprize all the correspondence originating in the United Kingdom of Great Britain and Ireland, its colonies and countries beyond sea, with the exception of the English towns mentioned in Table No. 2, annexed to the present Articles, for the French departments and the countries mentioned in Table No. 3.

ARTICLE VII.

Réciproquement, les dépêches ordinaires du Bureau de Londres pour celui de Calais comprendront toutes les correspondances originaires du Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et pays d'outremer, à l'exception des villes de l'Angleterre désignées dans le Tableau faisant suite aux présens Articles, sous le No. 2, pour les départemens Français et les pays indiqués au Tableau No. 3.

ARTICLE VIII.

The ordinary mails despatched from the Office of Calais to the Office of Dover shall comprize all the correspondence originating in the French departments and the countries mentioned in Table No. 3, annexed to the present Articles, for the English towns mentioned in Table No. 2.

ARTICLE VIII.

Les dépêches ordinaires du Bureau de Calais pour le Bureau de Douvres comprendront toutes les correspondances originaires des départemens Français et des pays désignés dans le Tableau faisant suite aux présens Articles, sous le No. 3, pour les villes de l'Angleterre portées dans le Tableau No. 2.

ARTICLE IX.

Reciprocally, the ordinary mails despatched from the Office of Dover to the Office of Calais shall comprize all the correspondence originating in the English towns mentioned in Table No. 2, annexed to the present Articles, for the French departments and the countries mentioned in Table No. 3.

ARTICLE IX.

Réciproquement, les dépêches ordinaires du Bureau de Douvres pour le Bureau de Calais comprendront toutes les correspondances originaires des villes de l'Angleterre désignées dans le Tableau faisant suite aux présens Articles, sous le No. 2, pour les départemens Français et les pays portés dans le Tableau No. 3.

ARTICLE X.

The ordinary mails despatched from the Office of Boulogne to the Office of London, shall comprize all the correspondence from the town of Boulogne and the surrounding district for the United Kingdom of Great Britain and Ireland, its colonies and countries beyond sea, with the exception of the English towns mentioned in Table No. 2, annexed to the present Articles.

ARTICLE X.

Les dépêches ordinaires du Bureau de Boulogne pour le Bureau de Londres comprendront toutes les correspondances de la ville de Boulogne et de son arrondissement postal pour le Royaume Uni de la Grande Bretagne, et d'Irlande, les colonies et pays d'outremer, à l'exception des villes de l'Angleterre désignées dans le Tableau faisant suite aux présens Articles, sous le No. 2.

ARTICLE XI.

Reciprocally, the ordinary mails despatched from the Office of London to the Office of Boulogne shall comprize all the correspondence originating in the United Kingdom of Great Britain and Ireland, its colonies and countries beyond sea, with the exception of the English towns mentioned in Table No. 2, annexed to the present Articles, for the town of Boulogne and the surrounding district.

ARTICLE XI.

Réciproquement, les dépêches ordinaires du Bureau de Londres pour le Bureau de Boulogne comprendront toutes les correspondances originaires du Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et pays d'outremer, à l'exception des villes de l'Angleterre désignées dans le Tableau faisant suite aux présens Articles, sous le No. 2, pour la ville de Boulogne et son arrondissement postal.

ARTICLE XII.

The ordinary mails despatched from the Office of Boulogne to the Office of Dover shall comprize all the correspondence from the town of Boulogne and the surrounding district for the English towns mentioned in Table No. 2, annexed to the present Articles.

ARTICLE XII.

Les dépêches ordinaires du Bureau de Boulogne pour le Bureau de Douvres comprendront toutes les correspondances de la ville de Boulogne et de son arrondissement postal pour les villes de l'Angleterre désignées dans le Tableau faisant suite aux présens Articles, sous le No. 2.

ARTICLE XIII.

Reciprocally, the ordinary mails despatched from the Office of Dover to the Office of Boulogne shall comprize all the correspondence originating in the English towns mentioned in Table No. 2, annexed to the present Articles, for the town of Boulogne and the surrounding district.

ARTICLE XIII.

Réciproquement, les dépêches ordinaires du Bureau de Douvres pour le Bureau de Boulogne comprendront toutes les correspondances originaires des villes de l'Angleterre désignées dans le Tableau faisant suite aux présens Articles, sous le No. 2, pour la ville de Boulogne et son arrondissement postal.

ARTICLE XIV.

The supplementary mails which the French Offices of Exchange of Calais and Boulogne on the one part, and the British Offices of London and Dover on the other, may, conformably to Article XIII of the Convention of April 3, exchange by means of private steam packets, shall comprize only such correspondence as the senders shall expressly desire to be forwarded by these means; and in this case, the intention of the said senders must be expressed by writing on the address, *Private Ships*.

ARTICLE XIV.

Les dépêches supplémentaires qui pourront s'expédier réciproquement, en vertu de l'Article XIII de la Convention du 3 Avril, les Bureaux d'Echange Français de Calais et Boulogne, d'une part, et les Bureaux Britanniques de Londres et Douvres, de l'autre, par les paquebots à vapeur des entreprises particulières, ne comprendront que les correspondances que les envoyeurs voudront expressément diriger par cette voie; et dans ce cas, leur intention devra êtra exprimée sur l'adresse en ces termes, *Paquebots Particuliers*.

ARTICLE XV.

The mails which shall be forwarded from the Office of Dieppe to the Office of Brighton by private ships, during the season favourable for navigation, shall comprize all the correspondence originating in the French towns mentioned in Table No. 4, annexed to the present Articles, for the United Kingdom of Great Britain and Ireland, its colonies and countries beyond sea.

ARTICLE XV.

Les dépêches du Bureau de Dieppe pour le Bureau de Brighton, qui seront expédiées par les paquebots particuliers, pendant la saison favorable à la navigation, comprendront toutes les correspondances originaires des villes de France désignées dans le Tableau faisant suite aux présens Articles, sous le No. 4, pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et pays d'outremer.

ARTICLE XVI.

The mails which shall be despatched from the office of Havre to the office of London by private ships direct, during the season favourable for navigation, shall comprize all the correspondence originating in the French departments and the countries mentioned in Table No. 5, annexed to the present Articles, for the United Kingdom of Great Britain and Ireland, its colonies and countries beyond sea.

The mails despatched from the Office of Hâvre to the Offices of Southampton and Brighton, shall likewise comprize all the correspondence originating in the French departments and the countries mentioned in Table No. 5, above referred to, for the Kingdom of Great Britain and Ireland, its colonies and countries beyond sea.

ARTICLE XVI.

Les dépêches du Bureau du Hâvre pour le Bureau de Londres, qui seront expédiées directement à la Tamise par les paquebots particuliers, pendant la saison favorable à la navigation, comprendront toutes les correspondances originaires des départemens Français et des pays désignés dans le Tableau faisant suite aux présens Articles, sous le No. 5, pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et pays d'outremer.

Les dépêches du Bureau du Hâvre pour les Bureaux de Southampton et Brighton, comprendront également toutes les correspondances originaires des départemens Français et des pays désignés dans le Tableau No. 5, précité, pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et pays d'outremer.

ARTICLE XVII.

The mails which may be despatched from the Offices of Dieppe and Havre to the Offices of London, Brighton, and Southampton, by private ships, at any other times than in the season favourable for navigation, shall comprize only such correspondence as the senders shall expressly desire to be forwarded to England by these means; and in that case, the intention of the said senders must be expressed by writing on the address, *Private Ships*.

ARTICLE XVII.

Hors de la saison favorable à la navigation, les dépêches qui seront expédiées, par les Bureaux de Dieppe et du Hâvre aux Bureaux de Londres, Brighton, et Southampton, par les paquebots particuliers, ne comprendront que les correspondances que les envoyeurs voudront expressément diriger sur l'Angleterre, par cette voie; et dans ce cas, leur intention devra être exprimée sur l'adresse en ces termes, *Paquebots Particuliers*.

ARTICLE XVIII.

The mails which shall be de-

ARTICLE XVIII.

Les dépêches qui seront expé-

spatched from the Offices of London, Brighton, and Southampton, to the Offices of Dieppe and Havre, by means of private steam-vessels, shall comprize only such correspondence as the senders shall expressly desire to be forwarded to France by these means.

diées des Bureaux de Londres, Brighton, et Southampton, à ceux de Dieppe et du Hâvre, par les paquebots à vapeur des entreprises particulières, ne comprendront, en toute saison, que les correspondances que les envoyeurs voudront expressément diriger sur la France par cette voie.

ARTICLE XIX.

The mails despatched from the Office of Cherbourg to the British Offices of the Islands of Jersey and Guernsey, shall comprize respectively all the correspondence from France which shall be received at that Office for the Islands of Jersey, Guernsey, and Alderney.

ARTICLE XIX.

Les dépêches du Bureau de Cherbourg pour les Bureaux Britanniques des Iles de Jersey et Guernesey comprendront respectivement toutes les correspondances de la France qui parviendront à ce Bureau pour les Iles de Jersey, Guernesey, et Alderney.

ARTICLE XX.

Reciprocally, the mails despatched from the British Offices of Jersey and Guernsey to the Office of Cherbourg, shall comprize respectively all the correspondence originating in Jersey, Guernsey, and Alderney, or brought from countries beyond sea, into those islands, for France and for those countries the correspondence of which passes through France.

ARTICLE XX.

Réciproquement, les dépêches des Bureaux Britanniques de Jersey et Guernesey pour le Bureau de Cherbourg, comprendront respectivement toutes les correspondances originaires de Jersey, Guernesey, et Alderney, et des pays d'outremer, apportées dans ces îles, pour la France et les pays auxquels la France sert d'intermédiaire.

ARTICLE XXI.

The mails despatched from the Office of Granville to the British Offices of the Islands of Jersey and Guernsey, shall comprize respectively all the correspondence from France and foreign countries which shall be received at that Office for the Islands of Jersey, Guernsey, and Alderney.

ARTICLE XXI.

Les dépêches du Bureau de Granville pour les Bureaux Britanniques des Iles de Jersey et Guernesey comprendront respectivement toutes les correspondances de la France et des pays étrangers qui parviendront à ce Bureau, pour les Iles de Jersey, Guernesey, et Alderney.

ARTICLE XXII.

Reciprocally, the mails despatched from the British Offices of the Islands of Jersey and Guernsey to the Office of Granville, shall comprize respectively all the correspondence originating in the Islands of Jersey, Guernsey, and Alderney, or brought from countries beyond sea, into those islands for France and for those countries the correspondence of which passes through France.

ARTICLE XXII.

Réciproquement, les dépêches des Bureaux Britanniques des Iles de Jersey et Guernesey pour le Bureau de Granville, comprendront respectivement toutes les correspondances originaires des Iles de Jersey, Guernesey, et Alderney, et des pays d'outremer, apportées dans ces îles pour la France et les pays auxquels la France sert d'intermédiaire.

ARTICLE XXIII.

The mails despatched from the Office of St. Malo to the British Offices of the Islands of Jersey and Guernsey shall comprize respectively all the correspondence from France and foreign countries which shall be received at that Office for the Islands of Jersey, Guernsey, and Alderney.

ARTICLE XXIII.

Les dépêches du Bureau de St. Malo pour les Bureaux Britanniques des Iles de Jersey et Guernesey, comprendront respectivement toutes les correspondances de la France et des pays étrangers qui parviendront à ce bureau pour les Iles de Jersey, Guernesey, et Alderney.

ARTICLE XXIV.

Reciprocally, the mails despatched from the British Offices of the Islands of Jersey and Guernsey to the Office of St. Malo, shall comprize respectively all the correspondence originating in the Islands of Jersey, Guernsey, and Alderney, or brought from countries beyond sea into those islands for France and for those countries the correspondence of which passes through France.

ARTICLE XXIV.

Réciproquement, les dépêches des Bureaux Britanniques des Iles de Jersey et Guernesey pour le Bureau de St. Malo, comprendront respectivement toutes les correspondances originaires des Iles de Jersey, Guernesey, et Alderney, et des pays d'outremer, apportées dans ces îles pour la France et les pays auxquels la France sert d'intermédiaire.

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§ 2.

The Mediterranean.

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§ 2.

Méditerranée.

ARTICLE XXV.

The mails despatched from the Office of Paris to the British Offices of Alexandria, Gibraltar, and Malta, shall comprize respectively all the correspondence originating in the French departments and the countries mentioned in Table No. 6, annexed to the present Articles, which may be advantageously forwarded to the said British Offices of Alexandria, Gibraltar, and Malta.

The mails from the Office of Paris to the British Offices of Alexandria and Gibraltar shall be despatched through Malta.

ARTICLE XXV.

Les dépêches du Bureau de Paris pour les Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, comprendront respectivement toutes les correspondances originaires des départemens Français et des pays désignés dans le Tableau faisant suite aux présens Articles, sous le No. 6, qui pourront être dirigées avec avantage sur lesdits Bureaux Britanniques d'Alexandrie, Gibraltar et Malte.

Les dépêches du Bureau de Paris pour les Bureaux Britanniques d'Alexandrie et de Gibraltar seront expédiées en passe Malte.

ARTICLE XXVI.

The mails despatched from the Office of Marseilles to the British Offices of Alexandria, Gibraltar, and Malta, shall comprize respectively all the correspondence originating in the French departments and the countries mentioned in Table No. 7, annexed to the present Articles,

ARTICLE XXVI.

Les dépêches du Bureau de Marseille pour les Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, comprendront respectivement toutes les correspondances originaires des départemens Français et des pays désignés dans le Tableau faisant suite aux présens Articles, sous le

which may be advantageously forwarded to the said British Offices of Alexandria, Gibraltar, and Malta.

The mails from the Office of Marseilles to the British Offices of Alexandria and Gibraltar shall be despatched through Malta.

No. 7, qui pourront être dirigées avec avantage sur les dits Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte.

Les dépêches du Bureau de Marseille pour les Bureaux Britanniques d'Alexandrie et de Gibraltar seront expédiées en passe Malte.

ARTICLE XXVII.

Reciprocally, the mails despatched from the British Offices of Alexandria, Gibraltar, and Malta, to the Office of Marseilles, shall comprize respectively all the correspondence posted in or passing through those Offices, not only for the French departments and the countries mentioned in Table No. 7, annexed to the present Articles, but also for the French departments and the countries mentioned in Table No. 6.

The mails from the British Offices of Alexandria and Gibraltar shall be forwarded through Malta.

ARTICLE XXVII.

Réciproquement, les dépêches des Bureaux Britanniques d'Alexandrie, Gibraltar, et Malte, pour le Bureau de Marseille, comprendront respectivement toutes les correspondances déposées ou parvenues à ces Bureaux, et destinées non seulement pour les départemens Français et les pays désignés dans le Tableau faisant suite aux présens Articles, sous le No. 7, mais encore, pour les départemens Français et les pays désignés dans le Tableau No. 6.

Les dépêches des Bureaux Britanniques d'Alexandrie et de Gibraltar pour le Bureau de Marseille, seront expédiées en passe Malte.

ARTICLE XXVIII.

The mails despatched from the French Office at Alexandria to the British Office established in the same place, shall comprize all the correspondence posted in, or passing through that Office, which may be advantageously forwarded through the said British Office at Alexandria.

ARTICLE XXVIII.

Les dépêches du Bureau Français d'Alexandrie pour le Bureau Britannique établi dans la même ville, comprendront toutes les correspondances déposées ou parvenues à ce Bureau, qui pourront avec avantage être dirigées sur le dit Bureau Britannique d'Alexandrie.

ARTICLE XXIX.

Reciprocally, the mails despatched from the British Office at Alexandria to the French Office established in the same place, shall comprize all the correspondence posted in, or passing through that Office, which may be advantageously forwarded through the said French Office at Alexandria.

ARTICLE XXIX.

Réciproquement, les dépêches du Bureau Britannique d'Alexandrie pour le Bureau Français établi dans la même ville, comprendront toutes les correspondances déposées ou parvenues à ce Bureau, qui pourront avec avantage être dirigées sur ledit Bureau Français d'Alexandrie.

ARTICLE XXX.

The mails despatched from the French Office at Alexandria to the British Office of Malta, shall comprize all the correspondence posted in, or passing through that Office for Malta and Gibraltar.

ARTICLE XXX.

Les dépêches du Bureau Français établi à Alexandrie pour le Bureau Britannique de Malte, comprendron t toutes les correspondances déposées ou parvenues à ce Bureau pour Malte et Gibraltar.

ARTICLE XXXI.

Reciprocally, the mails despatched from the British Office of Malta to the French Office established at Alexandria, shall comprize all the correspondence from Malta, or passing through the Office at Malta, which may be advantageously forwarded to the said French Office.

ARTICLE XXXI.

Réciproquement, les dépêches du Bureau Britannique de Malte pour le Bureau Français établi à Alexdrie, comprendront toutes les correspondances de Malte, ou parvenues à ce Bureau, qui pourront être dirigées avec avantage sur ledit Bureau Français d'Alexandrie.

ARTICLE XXXII.

The mails despatched from the French Office at Smyrna to the British Office of Malta shall comprize all the correspondence posted in, or passing through the said French Office for Malta and Gibraltar.

ARTICLE XXXII.

Les dépêches du Bureau Français établi à Smyrne, pour le Bureau Britannique de Malte, comprendront tontes les correspondances déposées à Smyrne ou parvenues à ce Bureau qui seront destinées pour Malte et Gibraltar.

ARTICLE XXXIII.

Reciprocally, the mails despatched from the British Office of Malta to the French Office established at Smyrna shall comprize all the correspondence posted in, or passing through the said British Office for Smyrna.

ARTICLE XXXIII.

Réciproquement, les dépêches du Bureau Britannique de Malte pour le Bureau Français établi à Smyrne, comprendront toutes les correspondances déposées ou parvenues à ce Bureau, qui seront destinées pour Smyrne.

ARTICLE XXXIV.

The mails despatched from the French Office at the Dardanelles to the British Office of Malta, shall comprize all the correspondence posted in, or passing through the said French Office for Malta and Gibraltar.

ARTICLE XXXIV.

Les dépêches du Bureau Français établi aux Dardanelles pour le Bureau Britannique de Malte, comprendront toutes les correspondances déposées ou parvenues à ce Bureau, qui seront destinées pour Malte et Gibraltar.

ARTICLE XXXV.

Reciprocally, the mails despatched from the British Office of Malta to the French Office established at the Dardanelles shall comprize all the correspondence posted in, or passing through, the said British Office for the Dardanelles.

ARTICLE XXXV.

Réciproquement, les dépêches du Bureau Britannique de Malte pour le Bureau Français établi aux Dardanelles, comprendront toutes les correspondances déposées ou parvenues à ce Bureau, qui seront destinées pour les Dardanelles.

ARTICLE XXXVI.

The mails despatched from the French Office at Constantinople to the British Office of Malta, shall comprize all the correspondence

ARTICLE XXXVI.

Les dépêches du Bureau Français établi à Constantinople pour le Bureau Britannique de Malte, comprendront toutes les correspond-

posted in, or passing through, the said French Office, for Malta and Gibraltar.

ARTICLE XXXVII.

Reciprocally, the mails despatched from the British Office of Malta to the French Office established at Constantinople, shall comprize all the correspondence posted in, or passing through, the said British Office for Constantinople.

CHAPTER II.

Regulations for the transit of various descriptions of Correspondence.

ARTICLE XXXVIII.

The payment of the postage of letters addressed to the colonies and countries beyond sea, which are to be conveyed by means of regular packets leaving the ports of the United Kingdom, is either optional or compulsory.

It is optional for the British colonies and possessions mentioned in Table No. 8, annexed to the present Articles. It is compulsory for all the countries and settlements beyond sea, which are served by the said packets, and mentioned in Table No. 9, annexed to the present Articles.

The payment of letters addressed to the colonies and countries beyond sea, wherever the same may be situated, which the two Offices shall forward mutually to each other, to be conveyed by private ships leaving the ports of either State, shall always be compulsory.

ARTICLE XXXIX.

When the writers of letters addressed to the colonies and countries beyond sea, which the two Offices shall forward mutually to each other to be transmitted from their

ances déposées ou parvenues à ce Bureau, qui seront destinées pour Malte et Gibraltar.

ARTICLE XXXVII.

Réciproquement, les dépêches du Bureau Britannique de Malte pour le Bureau Français établi à Constantinople, comprendront toutes les correspondances déposées ou parvenues à ce Bureau, qui seront destinées pour Constantinople.

CHAPITRE II.

Conditions particulières du transit de certaines Correspondances.

ARTICLE XXXVIII.

L'affranchissement des lettres destinées pour les colonies et pays d'outremer, dont le transport devra être effectué par le moyen des paquebots réguliers partant des ports du Royaume Uni, est facultatif ou obligatoire.

Il est facultatif pour les colonies et possessions Anglaises qui sont désignées dans le Tableau faisant suite aux présens Articles, sous le No. 8. Il est obligatoire pour tous les pays et établissemens d'outremer desservis par lesdits paquebots, et qui sont désignés dans le Tableau faisant suite aux présens Articles, sous le No. 9.

L'affranchissement des lettres destinées pour les colonies et pays d'outremer, sans distinction de parages, qui se livreront mutuellement les deux Offices pour être transportées par les bâtimens du commerce partant des ports de l'un ou de l'autre Etat, sera toujours obligatoire.

ARTICLE XXXIX.

Lorsque les auteurs des lettres destinées pour les colonies et pays d'outremer, que se livreront mutuellement les deux Offices pour être ultérieurement expédiées de leurs

respective ports shall wish them to be conveyed by private ships leaving those ports, such intention must be expressed by writing on the address: *Private Ships*, or *Bâtimens du Commerce.*

In all cases where such direction is not given, letters addressed to the colonies and countries beyond sea, wherever the same may be situated, which the two Offices may forward mutually to each other, shall be transmitted by means of the regular packets maintained or freighted by their respective Governments, unless the payment of the said letters be compulsory, in which case they shall be returned to the Office from which they were forwarded, in the manner prescribed by Article LXXXIII of the Convention of April 3rd.

ports respectifs, voudront qu'elles soient transportées par les bâtimens du commerce partant de ces ports, l'intention devra en être exprimée sur l'adresse par ces mots: *Bâtimens du Commerce*, ou *Private Ships.*

A défaut de cette indication les lettres pour les colonies et pays d'outremer, sans distinction de parages, livrées mutuellement par les deux Offices, seront acheminées au moyen des paquebots réguliers entretenus ou frêtés par leurs Gouvernemens respectifs, à moins que l'affranchissement de ces lettres ne soit obligatoire, auquel cas, elles seront rendues à l'Office envoyeur, dans les formes prescrites par l'Article LXXXIII de la Convention du 3 Avril.

ARTICLE XL.

The British Post Office may, whenever it thinks proper, send inclosed mails, through France, and by means of the French Mediterranean packets, the correspondence from the United Kingdom of Great Britain and Ireland, the British colonies and possessions, to those countries on the shores of the Mediterranean where England maintains Post Offices, and from the said countries to the United Kingdom, the British colonies and possessions.

The operations of counting and weighing such correspondence shall be performed in the manner prescribed by Article LXVI of the Convention of April 3, with respect to the correspondence to or from the East Indies, passing through France.

The above-mentioned closed mails shall be entered in the last table of the letter bill, and addressed by the British Offices of Exchange to the Office of Paris, which Office will forward the said mails on to their destination.

ARTICLE XL.

L'Office des Postes Britanniques pourra, aussi souvent qu'il le jugera convenable, expédier, en dépêches closes, par la France, et au moyen des paquebots Français du Levant, les correspondances originaires du Royaume Uni de la Grande Bretagne et d'Irlande, des colonies et possessions Anglaises, pour les parages de la Méditerranée où cet Office entretient des Bureaux de Poste, et de ces parages pour le Royaume Uni, les colonies et possessions Anglaises.

Les comptes et pésées de ces correspondances seront soumis aux mêmes formalités que celles qui sont prescrites par l'Article LXVI de la Convention du 3 Avril, pour la constatation des correspondances pour l'Inde, ou venant de l'Inde, passant par la France.

Les dépêches closes, ci-dessus mentionnées, seront inscrites au dernier tableau des feuilles d'avis des Bureaux d'Echange Britanniques adressées au Bureau de Paris, lequel sera chargé de donner cours aux dites dépêches.

ARTICLE XLI.

The inhabitants of the United Kingdom of Great Britain and Ireland, the British colonies and possessions, shall be at liberty to forward through France letters paid to their destination in the Grand

ARTICLE XLI.

Le public du Royaume Uni de la Grande Bretagne et d'Irlande, des colonies et possessions Anglaises, aura la faculté d'envoyer par la France des lettres affranchies jusqu'à destination pour le Grand

Duchy of Baden and the Kingdom of Bavaria.

The British Office shall pay to the Post Office of France for postage of the said letters, for every thirty grammes, net weight, as follows:—

1. On letters addressed to the Grand Duchy of Baden, at the rate of three francs and twenty centimes;

2. On letters addressed to the Kingdom of Bavaria, at the rate of six francs.

Duché de Bade et le Royaume de Bavière.

L'Office Britannique payera à l'Office des Postes de France, pour le port desdites lettres, à raison de trente grammes, poids net, savoir:—

1°. Pour les lettres à destination du Grand Duché de Bade, la somme de trois francs vingt centimes;

2°. Pour les lettres à destination du Royaume de Bavière, la somme de six francs.

ARTICLE XLII.

The inhabitants of the United Kingdom of Great Britain and Ireland, the British colonies and possessions, shall be at liberty, likewise, to forward, paid to the points of egress from the Sardinian States letters addressed to the various States of Southern Italy, which are mentioned in Table No. 10, annexed to the present Articles.

The British Post Office shall pay to the Post Office of France, for postage of the said letters, at the rate of four francs and thirty centimes, for every thirty grammes, net weight.

ARTICLE XLII.

Le public du Royaume Uni de la Grande Bretagne et d'Irlande, des colonies et possessions Anglaises, aura également la faculté d'envoyer des lettres affranchies jusqu'aux points de sortie des Etats Sardes, pour les différens Etats de l'Italie Méridionale, qui sont désignés dans le Tableau faisant suite aux présens Articles, sous le No. 10.

L'Office des Postes Britanniques payera à l'Office des Postes de France, pour le port désdites lettres, la somme de quatre francs trente centimes par trente grammes, poids net.

ARTICLE XLIII.

Reciprocally, the inhabitants of the States of Southern Italy the correspondence of which passes through Sardinia, may forward, likewise through France, letters paid to their destination in the United Kingdom of Great Britain and Ireland, the British colonies and possessions.

The Post Office of France shall pay to the British Post Office,—

1. For postage on such of those letters as shall have been paid to their destination in the United Kingdom of Great Britain and Ireland, at the rate of one shilling per ounce British, net weight;

2. And for the British colonies and possessions (but only to the port of landing in the said colonies and possessions), at the rate of three shillings and four pence per ounce British, net weight.

Nevertheless, there shall be added to the rate of three shillings and

ARTICLE XLIII.

Par réciprocité, le public des Etats de l'Italie Méridionale auxquels la Sardaigne sert d'intermédiaire, pourra aussi envoyer par la France, affranchies jusqu'à destination, des lettres pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et possessions Anglaises.

L'Office des Postes de France payera à l'Office des Postes Britanniques,—

1°. Pour le port de celles de ces lettres qui seront affranchies jusqu'à destination dans le Royaume Uni de la Grande Bretagne et d'Irlande, un shilling par once Britannique, poids net;

2°. Et pour les colonies et possessions Anglaises (mais seulement jusqu'au port de débarquement dans ces colonies et possessions), la somme de trois shillings et quatre pence aussi par once Britannique, poids net.

Toutefois, il sera ajouté à la somme de trois shillings et quatre

four pence fixed as above, that of eight pence, for the internal postage of such of the said letters as are addressed to Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland, making in all, four shillings per ounce, British, net weight.

ARTICLE XLIV.

Letters originating in the United Kingdom of Great Britain and Ireland, the British colonies and possessions, addressed to those German States served by the Post Office of his Highness the Prince of Tour and Taxis, which are mentioned in Table No. 11, annexed to the present Articles, and also to the Northern States mentioned in Table No. 12, and the correspondence of which passes through the said Post Office, may be forwarded through France, either unpaid or paid to their destination, at the option of the senders.

ARTICLE XLV.

Reciprocally, letters originating in the German States, served by the Post Office of his Highness the Prince of Tour and Taxis, and in those Northern States the correspondence of which passes through the said Post Office, addressed to the United Kingdom of Great Britain and Ireland, the British colonies and possessions, may be forwarded through France, either unpaid or paid to their destination, at the option of the senders.

ARTICLE XLVI.

The British Post Office shall pay to the Post Office of France, for postage on letters originating in Great Britain and Ireland, the British colonies and possessions, paid to their destination, namely:—

1. On letters addressed to the States served by the Post Office of his Highness the Prince of Tour and Taxis, mentioned in Table No. 11, at the rate of four francs for every thirty grammes, net weight.

2. On letters addressed to the Northern States mentioned in Table

pence ci-dessus fixée, celle de huit pence, pour port intérieur de celles des susdites lettres qui seront destinées pour le Canada, le Nouveau Brunswick, la Nouvelle Ecosse, l'Ile du Prince Edouard, et Terre Neuve, en tout, quatre shillings par once Britannique, poids net.

ARTICLE XLIV.

Les lettres originaires du Royaume Uni de la Grande Bretagne et d'Irlande, et des colonies et possessions Anglaises, pour les Etats d'Allemagne desservis par les Postes de son Altesse le Prince de Tour et Taxis, qui sont désignés dans le Tableau annexé aux présens Articles, sous le No. 11, et pour les Etats du Nord auxquels lesdites Postes servent d'intermédiaire, et qui sont indiqués dans le Tableau No. 12, pourront être dirigées par la France, non affranchies ou affranchies jusqu'à destination, au choix des envoyeurs.

ARTICLE XLV.

Par réciprocité, les lettres originaires des Etats d'Allemagne desservis par les Postes de son Altesse le Prince de Tour et Taxis, ou des Etats du Nord auxquels lesdites Postes servent d'intermédiaire destinées pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et possessions Anglaises, pourront être dirigées par la France, non affranchies ou affranchies jusqu'à destination, au choix des envoyeurs.

ARTICLE XLVI.

L'Office des Postes Britanniques payera à l'Office des Postes de France, pour le port des lettres originaires de la Grande Bretagne et d'Irlande, des colonies et possessions Anglaises, qui seront affranchies jusqu'à destination, savoir:—

1°. Pour les lettres adressées dans les Etats desservis par les Postes de son Altesse le Prince de Tour et Taxis, et désignés dans le Tableau No. 11, la somme de quatre francs par trente grammes, poids net.

2°. Et pour les lettres adressées dans les Etats du Nord auxquels

No. 12 the correspondence of which passes through the said Post Office of his Highness the Prince of Tour and Taxis, at the rate of six francs for every thirty grammes, net weight.

ARTICLE XLVII.

The British Post Office shall likewise pay to the Post Office of France, for postage on unpaid letters, originating in the German and Northern States mentioned in the preceding Article, and addressed to the United Kingdom of Great Britain and Ireland, the British colonies and possessions, namely:—

1. On letters from the German States served by the Post Office of his Highness the Prince of Tour and Taxis, and mentioned in Table No. 11, at the rate of four francs for every thirty grammes, net weight.

2. On letters from the Northern States mentioned in Table 12, the correspondence of which passes through the said Post Office of his Highness the Prince of Tour and Taxis, at the rate of six francs for every thirty grammes, net weight.

ARTICLE XLVIII.

The French Post Office shall pay, on its part, to the British Post Office, for postage on letters coming from the German and Northern States mentioned in the two preceding Articles, and which shall be paid to their destination, namely:—

1. On letters addressed to the United Kingdom of Great Britain and Ireland, at the rate of one shilling per ounce British, net weight.

2. On letters addressed to the British colonies and possessions (but paid only to the port of landing in such colonies and possessions), at the rate of three shillings and four pence per ounce British, net weight.

Nevertheless, there shall be added to the rate of three shillings and four pence, fixed as above, that of eight pence, for the internal postage of such of the said letters as are

lesdites Postes servent d'intermédiaire, et qui sont désignés dans le Tableau No. 12, la somme de six francs par trente grammes, poids net.

ARTICLE XLVII.

L'Office des Postes de la Grande Bretagne payera également à l'Office des Postes de France pour le port des lettres non-affranchies, originaires des Etats d'Allemagne et du Nord mentionnés dans l'Article précédent, destinées pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et possessions Anglaises, savoir:—

1°. Pour les lettres des Etats d'Allemagne desservis par les Postes de son Altesse le Prince de Tour et Taxis désignés dans le Tableau No. 11, la somme de quatre francs par trente grammes, poids net.

2°. Et pour les lettres des Etats du Nord auxquels les dites Postes servent d'intermédiaire et qui sont désignés dans le Tableau No. 12, la somme de six francs par trente grammes, poids net.

ARTICLE XLVIII.

L'Office des Postes de France payera, de son côté, à l'Office des Postes de la Grande Bretagne, pour le port des lettres venant des Etats d'Allemagne et des Etats du Nord, mentionnés dans les deux Articles précédens qui seront affranchies jusqu'à destination, savoir:—

1°. Pour les lettres adressées dans le Royaume Uni de la Grande Bretagne et d'Irlande un shilling par once Britannique, poids net.

2°. Et pour les lettres adressées dans les colonies et possessions Anglaises (mais affranchies seulement jusqu'au port de débarquement dans ces colonies et possessions), la somme de trois shillings et quatre pence, aussi par once Britannique, poids net.

Toutefois, il sera ajouté à la somme de trois shillings et quatre pence ci-dessus fixée, celle de huit pence pour port intérieur de celles des susdites lettres qui seront desti-

addressed to Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland, making in all, four shillings per ounce British, net weight.

ARTICLE XLIX.

The French Post Office shall likewise pay to the British Post Office, for postage on unpaid letters, addressed to the German and Northern States mentioned in Tables No. 11 and 12, above referred to, namely:—

1. On letters from the United Kingdom of Great Britain and Ireland, at the rate of one shilling per ounce British, net weight;

2. On letters from the British colonies and possessions (but oniy from the port of embarkation in the said colonies and possessions), at the rate of three shillings and four pence per ounce British, net weight.

Nevertheless, there shall be added to the rate of three shillings and four pence, fixed as above, that of eight pence for the internal postage of such of the aforesaid letters as are forwarded from Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland, making in all, four shillings per ounce British, net weight.

CHAPTER III.

Progressive rates of Postage according to the weight of Letters.

ARTICLE L.

The progressive scale of the French rates of postage, according to weight, applicable to the letters mentioned in Articles XXXII and XXXVIII of the Convention of April 3, is fixed as follows:—

1. Under seven grammes and a half, one single rate;

2. From seven grammes and a half to ten grammes exclusively, one rate and a half;

nées pour le Canada, le Nouveau Brunswick, la Nouvelle Ecosse, l'Ile du Prince Edouard, et Terre Neuve, en tout, quatre shillings par once Britannique, poids net.

ARTICLE XLIX.

L'Office des Postes de France payera également à l'Office des Postes de la Grande Bretagne, pour le port des lettres non-affranchies, à destination des Etats d'Allemagne et des Etats du Nord indiqués dans les Tableaux Nos. 11 et 12 précités, savoir:—

1°. Pour celles du Royaume Uni de la Grande Bretagne et d'Irlande, un shilling par once Britannique, poids net;

2°. Et pour celles des colonies et possessions Anglaises (mais seulement à partir du port d'embarquement dans ces colonies et possessions), la somme de trois shillings et quatre pence par once Britannique, poids net.

Toutefois, il sera ajouté à la somme de trois shillings et quatre pence ci-dessus fixée, celle de huit pence pour port intérieur de celles des susdites lettres qui seront originaires du Canada, du Nouveau Brunswick, de la Nouvelle Ecosse, de l'Ile du Prince Edouard, et de Terre Neuve, en tout quatre shillings par once Britannique, poids net.

CHAPITRE III.

Progression de la taxe des Lettres, en raison de leur poids.

ARTICLE L.

La progression de la taxe Française en raison du poids, applicable aux lettres mentionnées dans les Articles XXXII et XXXVIII de la Convention du 3 Avril, est fixée ainsi qu'il suit, savoir:

1°. Au-dessous de sept grammes et demi, une fois le port;

2°. De sept grammes et demi à dix grammes exclusivement, une fois et demi le port;

3. From ten grammes to fifteen grammes exclusively, two rates;

4. From fifteen grammes to twenty grammes exclusively, two rates and a half;

5. And so on, one half rate being added for every five grammes.

It is understood, nevertheless, that the British Office shall charge, for every quarter of an ounce, one whole rate, on paid letters delivered to France, as well as upon unpaid letters coming from France, for that portion of postage representing the sum to be accounted for to the French Office, pursuant to the Convention of April 3.

3°. De dix à quinze grammes exclusivement, deux fois le port;

4°. De quinze à vingt grammes exclusivement, deux fois et demi le port;

5°. Et ainsi de suite, en ajoutant, de cinq grammes en cinq grammes la moitié du port en sus.

Toutefois, il est entendu que l'Office Britannique percevra, de quart d'once en quart d'once, un port entier sur les lettres affranchies livrées à la France, comme sur les lettres non-affranchies reçues de la France, pour la portion de port représentant la taxe à rembourser à l'Office Français, en vertu de la Convention du 3 Avril.

ARTICLE LI.

The progressive scale of the British rates of postage, according to weight, applicable to the letters mentioned in Article XXXIII of the aforesaid Convention is fixed as follows:—

1. For every letter not exceeding half an ounce in weight, one single rate;

2. Above half an ounce, but not exceeding one ounce, two rates;

3. Above one ounce, but not exceeding two ounces, four rates;

4. Above two ounces, but not exceeding three ounces, six rates;

5. Above three ounces, but not exceeding four ounces, eight rates;

And so on, two rates being added for every ounce or fraction of an ounce.

ARTICLE LI.

La progression de la taxe Britannique, en raison du poids, applicable aux lettres mentionnées dans l'Article XXXIII de la Convention précitée, est fixée ainsi qu'il suit, savoir:—

1°. Pour toute lettre dont le poids n'excède pas une demi once, un port simple;

2°. Au-dessus d'une demi once, et n'excédant pas une once, deux ports;

3. Au-dessus d'une once, et n'excédant pas deux onces, quatre port;

4°. Au-dessus de deux onces, et n'excédant pas trois onces, six ports;

5°. Au-dessus de trois onces, et n'excédant pas quatre onces, huit ports;

Et ainsi de suite, en ajoutant deux ports pour chaque once ou fraction d'once au-dessus de l'once.

ARTICLE LII.

In case the division of the rate per thirty grammes into single rates, with regard to unpaid letters, coming from France, or to paid letters delivered to France, shall give a fraction of a penny, in converting French into English currency, even money shall be taken by the English Office on the following principle; when the fraction amounts to one halfpenny or more, such fraction shall be increased to a full penny; when it shall be less than one halfpenny, it shall not be levied.

ARTICLE LII.

Lorsque la division du prix fixé par trente grammes en ports simples donnera, dans son application aux lettres non-affranchies venant de France, ou aux lettres affranchies livrées à la France, et par suite de la conversion de la monnaie Française en monnaie Anglaise, une fraction du penny, le port qui sera perçu par l'Office Britannique pour cette fraction, sera d'un penny entier, lorsque la fraction donnera un demi penny ou plus; mais si cette fraction est inférieure au demi penny, elle ne sera pas perçue.

CHAPTER IV.

Letter-Bills, Acknowledgments of Receipt, Weights, and Stamps.

ARTICLE LIII.

Every mail, whether ordinary or supplementary, passing between the Offices of Exchange of the respective Post Offices, shall be accompanied by a letter-bill, specifying, according to the classifications established by the Convention of April 3, the nature and weight of the articles contained in the said mail.

The Office to which the mail is addressed, shall return by the next post, an acknowledgment of receipt to the Office from which it was transmitted.

The forms of letter-bills and acknowledgments of receipts for the use of the respective Offices of Exchange shall be made according to the forms agreed upon, and annexed to the present Articles.

ARTICLE LIV.

If it should happen at the usual period for making up the mails, whether ordinary or supplementary, that there should not be any letters from either of the Offices of Exchange, for the corresponding Office, a despatch containing only a blank letter-bill shall nevertheless be sent.

The Offices of Exchange authorized to despatch supplementary mails to the corresponding Offices, shall make a distinction between the supplementary and ordinary mails, by writing at the top of the letter-bill which shall accompany the former, *Supplementary Mail.*

The acknowledgment of the receipt of the said supplementary mails shall bear a similar inscription.

CHAPITRE IV.

Feuilles d'Avis, Accusés de Réception, Poids, et Timbres.

ARTICLE LIII.

Chacune des dépêches ordinaires ou supplémentaires expédiées entre les Bureaux d'Echange des Offices respectifs sera accompagnée d'une feuille d'avis sur laquelle ces Bureaux énonceront, avec les classifications établies par la Convention du 3 Avril, la nature et le poids des objets que la dépêche contiendra.

Le Bureau auquel la dépêche aura été adressée, en accusera réception au Bureau envoyeur par le plus prochain courier.

Les feuilles d'avis et accusés de réception, à l'usage des Bureaux d'Echange respectifs, seront conformes aux modèles paraphés qui sont joints aux présens Articles.

ARTICLE LIV.

Dans le cas où, aux jours fixés pour l'expédition des dépêches ordinaires ou supplémentaires, un des Bureaux d'Échange des Offices respectifs n'aurait aucune lettre à adresser au Bureau correspondant, ce Bureau d'Échange n'en devra pas moins former une dépêche qui sera composée seulement d'une feuille d'avis négative.

Les Bureaux d'Échange autorisés à expédier aux Bureaux correspondans des dépêches par voie supplémentaire, feront la distinction entre les dépêches supplémentaires et les dépêches ordinaires, en écrivant en tête des feuilles d'avis qui accompagneront ces premières, *Dépêche Supplémentaire.*

L'accusé de réception de cette dépêche contiendra la même mention.

ARTICLE LV.

For the mutual transmission of ordinary or registered letters and patterns of goods, the French Offices of Exchange shall uniformly make use of weights having the gramme for unit; and the Offices of Exchange for the United Kingdom, its possessions and settlements, shall, uniformly, make use of weights having the British ounce for unit, with its divisions into half ounces and quarters of an ounce.

The ordinary or registered letters and patterns of goods shall be weighed by the Offices forwarding them, previous to their being tied up into parcels and wrapped in papers, and, in like manner, the verification of the weight of the same, as stated in the letter-bills, shall not take place in the corresponding Offices till after the despatches have been separated from the string and paper in which they were bound up.

ARTICLE LV.

Pour la transmission réciproque des lettres ordinaires ou chargées et échantillons de marchandises, les Bureaux d'Échange Français feront uniformément usage de poids dont le gramme sera l'unité, et les Bureaux d'Échange du Royaume Uni ou de ses possessions et établissemens, feront uniformément usage de poids dont l'unité sera l'once Britannique avec ses divisions en demi-once et quart d'once.

Les lettres ordinaires ou chargées et échantillons de marchandises devront être pesés par les Bureaux d'Échange expéditeurs, avant d'avoir été ficelés et enveloppés, de même que la vérification du poids de ces objets, énoncée sur les feuilles d'avis ne devra avoir lieu, de la part des Bureaux correspondans, qu'après que ces Bureaux auront séparé les dits objets des ficelles et enveloppes qui servaient à les contenir.

ARTICLE LVI.

In addition to the local and dated stamp with which ordinary or registered letters and patterns of goods, exchanged between the respective Offices, must be marked, such of those articles as have been paid to their destination or to any limit whatever, shall bear, plainly impressed on the address, another stamp, by means of which the Offices of Exchange of the two Post Offices may know to what limit the said articles have been paid.

Ordinary or registered letters and patterns of goods, sent from one country to the other, paid to their destination, shall be marked with a stamp bearing the initials P. D.

Articles of a like nature, exchanged between the same Offices and paid to their destination in the colonies and countries beyond sea, shall also be marked with the stamp P. D.

Those of the above-mentioned articles, which, in conformity with the Convention of April 3, must be forwarded by the British Post Office to the Post Office of France, paid to the frontier of the British

ARTICLE LVI.

Indépendamment du timbre d'origine et à date dont devront être frappés les lettres ordinaires ou chargées et échantillons de marchandises transmis réciproquement par les Offices respectifs, ceux de ces objets qui auront été affranchis jusqu'à destination ou jusqu'à une limite quelconque, recevront, dans un endroit apparent de l'adresse, l'empreinte d'un timbre destiné à faire reconnaître par les Bureaux d'Échange des deux Offices la limite de l'affranchissement de ces objets.

Les lettres ordinaires ou chargées et échantillons de marchandises envoyés d'un pays dans l'autre affranchis jusqu'à destination seront frappés d'un timbre portant les initiales P. D.

Les objets de même nature, livrés également de part et d'autre, affranchis, et qui seront destinés pour les colonies et pays d'outremer, devront aussi être frappés du timbre P. D.

Ceux des objets susmentionnés qui, aux termes de la Convention du 3 Avril, doivent être livrés, par l'Office des Postes Britanniques à l'Office des Postes de France, affranchis, jusqu'à la limite du territoire de la

territory, shall be marked, in the Post Offices of the United Kingdom, its possessions and settlements, with a stamp bearing the initial P.

Ordinary or registered letters and patterns of goods which, in conformity with the aforesaid Convention, shall be forwarded to the French Office by the said British Office, paid to the point of egress from France, shall be marked, in the Post Offices of the United Kingdom, its possessions and settlements, with a stamp bearing the initials P. F.

Ordinary or registered letters and patterns of goods, addressed to the States of Southern Italy, which shall be forwarded by the British Office to the Office of France, paid to the various points of egress from the Sardinian States, shall be marked in the Post Offices of the United Kingdom, its possessions and settlements, with the stamp P. D.

Grande Bretagne seront frappés, dans les Bureaux de Postes du Royaume Uni ou de ses possessions et établissemens, d'un timbre portant l'initiale P.

Les lettres ordinaires ou chargées et échantillons de marchandises qui, aux termes de la Convention précitée, pourront être livrés à l'Office Français par le dit Office Britannique, affranchis jusqu'à la frontière de sortie de France, seront frappés, dans les Bureaux de Poste du Royaume Uni ou de ses possessions et établissemens, d'un timbre portant les initiales P. F.

Les lettres ordinaires ou chargées et échantillons de marchandises destinés pour les Etats de l'Italie Méridionale, qui seront livrés par l'Office Britannique à l'Office de France, affranchis jusqu'aux différens points de sortie des Etats Sardes, seront frappés dans les Bureaux de Poste du Royaume Uni ou de ses possessions et établissemens, du timbre P. D.

ARTICLE LVII.

In order that, in the transmission of letters originating in the colonies and countries beyond sea forwarded by the British Post Office to the Post Office of France, there may be no confusion between letters coming from the British possessions, which are to be accounted for at the rate of four shillings per ounce, and those coming from other British possessions, or countries beyond sea, which are to be accounted for at the rate of three shillings and four pence per ounce, such letters shall be marked on their face by the British Office with a special stamp, indicating, as below the heading of the letter bill of the said Office under which they are to be respectively inscribed, namely:—

1. North America, (Canada, New Brunswick, &c., [CANADA, &c.]

2. Colonies and countries beyond sea . . [COLONIES, &c.]

ARTICLE LVII.

Pour éviter dans la transmission des lettres originaires des colonies et pays d'outremer livrées par l'Office des Postes Britanniques à l'Office des Postes de France, de confondre les lettres provenant des possessions Anglaises, et comptées à raison de quatre shillings par once, avec celles provenant des autres possessions Anglaises ou pays d'outremer, dont le prix de livraison est fixé à raison de trois shillings et quatre pence aussi par once, ces lettres seront frappées, du côté de l'adresse, par l'Office Britannique, d'un timbre spécial, indiquant, comme ci-dessous, l'article de la feuille d'avis du dit Office sous lequel ces lettres doivent être respectivement comprises, savoir:—

1°. Amérique du Nord, Canada, Nouveau Brunswick, &c.) . . . . . [CANADA, &c.]

2°. Colonies et pays d'outremer. . . . [COLONIES, &c.]

CHAPTER V.

Registered Letters.

ARTICLE LVIII.

Registered letters sent from one country to the other, in conformity with Article XXVI of the Convention of April 3, shall be entered according to their real weight in the letter bills of the respective Offices of Exchange; but in order that the rate of postage with which such letters are to be charged according to the reciprocal regulations of the two Post Offices, may be properly accounted for, the Office to which they are forwarded shall receive credit for double their real weight in the monthly accounts which will give the results of the mutual exchange of correspondence.

ARTICLE LIX.

Registered letters from foreign countries shall be reciprocally exchanged between the British and French Offices, with the same precautions used for registered letters posted in the two countries, but without any additional postage.

ARTICLE LX.

The addresses of registered letters shall be inserted in the table which is prepared for that purpose in the letter-bill, with such particulars as are pointed out by the said table.

These letters shall be tied up together with a cross string, the ends of which shall be made fast to the bottom of the letter-bill of the sending Office, by means of a seal made of sealing-wax.

ARTICLE LXI.

The postage of dead letters which are to be mutually returned, in conformity with Article LXXXIII of the Convention of April 3, shall be

CHAPITRE V.

Lettres chargées.

ARTICLE LVIII.

Les lettres chargées, envoyées d'un pays dans l'autre, en vertu de l'Article XXVI de la Convention du 3 Avril, seront portées dans les feuilles d'avis des Bureaux d'Echange des Offices respectifs pour leur poids réel, mais afin de tenir compte du port auquel ces objets sont soumis d'après les réglemens réciproques de ces Offices, le poids desdits objets sera doublé au crédit de l'Office destinataire, dans les comptes mensuels destinés à resumer les faits de transmission réciproque des correspondances.

ARTICLE LIX.

Les lettres chargées venant des pays étrangers seront réciproquement livrées par les deux Offices de France et de la Grande Bretagne, avec les précautions usitées pour les lettres chargées déposées dans les deux pays, mais sans augmentation de port.

ARTICLE LX.

Les lettres chargées seront inscrites nominativement au tableau pour ordre qui termine la feuille d'avis, avec les détails que ce tableau comporte.

Ces lettres seront réunies par un croisé de ficelle, et les bouts de cette ficelle seront attachés au bas de la feuille d'avis du Bureau envoyeur, au moyen d'un cachet en cire fine.

ARTICLE LXI.

Le port ou le prix des lettres tombées en rebut, pour quelque cause que ce soit, que les deux Offices se renverront, en vertu de l'Ar-

allowed in discharge of the account of the Office to which the said letters have been originally transmitted, but only upon such letters as have not been opened, except, however, in the case provided for by Article LXXXIV of the said Convention, as regards letters which have been conveyed in transit, and which cannot be produced.

ticle LXXXIII de la Convention du 3 Avril, ne sera admis à la décharge de l'Office auquel ces lettres auront été originairement transmises, qu'autant que l'état de leurs cachets ne donnera pas lieu de supposer qu'elles ont pu être lues par les destinataires, et sauf les réserves faites par l'Article LXXXIV de la dite Convention pour les lettres parvenues en transit, et qui ne pourraient pas être produites à l'Office envoyeur.

ARTICLE LXII.

Letters forwarded for the purpose of annoying or injuring the parties to whom they were addressed, the postage of which both Offices are authorized to return to the public, even after they have been opened, may be included and admitted with dead letters and newspapers, which are to be mutually returned.

ARTICLE LXII.

Les lettres injurieuses et les lettres dites d'attrape, dont les deux Offices sont autorisés par leurs réglemens à rembourser le port aux destinataires, pourront être comprises et admises dans les rebuts renvoyés réciproquement, quand bien même ces lettres auraient été ouvertes.

ARTICLE LXIII.

The French Post Office shall prepare every month separate accounts, exhibiting the results of the exchange of correspondence between the respective Offices. Such accounts shall be founded upon the receipts of the respective Offices during the month.

The separate accounts shall be immediately incorporated in a general account, which shall exhibit the result of the exchange of correspondence, whether in ordinary or closed mails, during the month.

The separate and general accounts shall be made up according to the forms agreed upon and annexed to the present Articles.

ARTICLE LXIII.

Il sera dressé, chaque mois, à la diligence de l'Office des Postes de France, des comptes particuliers résumant les faits de transmission des correspondances entre les Bureaux d'Echange respectifs. Ces comptes auront pour base et pour justification les accusés de réception des envois effectués de part et d'autre, pendant la période mensuelle.

Les comptes particuliers seront immediatement récapitulés dans un compte général destiné à présenter les résultats définitifs de la transmission des correspondances, tant à découvert qu'en dépêches closes, effectuée pendant le mois révolu.

Les comptes particuliers et généraux seront conformes aux modèles paraphés qui sont annexés aux présens Articles.

ARTICLE LXIV.

The balance of the above-mentioned accounts shall be stated in French money; and with this object the sums carried to the credit of the Office of Great Britain in British money shall be brought into francs, at the rate of ten centimes for a penny, one franc and twenty cen-

ARTICLE LXIV.

Le solde des comptes mentionnés dans le précédent Article sera établi en monnaie de France. Les sommes portées au crédit de l'Office des Postes de la Grande Bretagne en monnaie Britannique, seront réduites en francs, sur le pied de dix centimes par penny, un franc vingt

times for a shilling, and twenty-four francs for a pound sterling.

Done in duplicate at London, the first day of the month of May, one thousand eight hundred and forty-three.

(Signed) W. L. MABERLY.
DUBOST.

Approved
(Signed) LOWTHER.

centimes par shilling, et vingt-quatre francs par livre sterling.

Fait à Londres, en double original, le premier jour du mois de Mai, mil huit cent quarante-trois.

(Signé) W. L. MABERLY.
DUBOST.

Approuvé
(Signé) LOWTHER.

TABLES ANNEXED TO THE ADDITIONAL ARTICLES OF THE CONVENTION OF APRIL 3, 1843.

Table No. 1.

PARIS.

List of the French Departments, and of those countries, the Correspondence of which, to and from the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions (those in the Mediterranean excepted), should be forwarded through Paris.

No. of the Departments.	Names of the Departments.	No. of the Departments.	Names of the Departments.	No. of the Order.	Names of the Countries, the Correspondence of which should be transmitted through Paris.
1	Ain	43	Loiret		
2	Aisne (1)	44	Lot.		ALGERIA.
3	Allier	45	Lot-et-Garonne		
4	Alpes (hautes)	46	Lozère	1	Algiers
5	Alpes (basses)	47	Maine-et-Loire	2	Blidah
6	Ardèche	48	Manche	3	Bona
7	Ardennes (2)	49	Marne	4	Bougie
8	Arriège	50	Marne (haute)	5	Cherchell
9	Aube	51	Mayenne	6	Constantine
10	Aude	52	Meurthe	7	Mostaganem
11	Aveyron	53	Meuse	8	Oran
12	Bouches du Rhône	54	Morbihan	9	Philippeville
13	Calvados	55	Moselle		
14	Cantal	56	Nièvre		
15	Charente	58	Oise (3)		
16	Charente Inférieure	59	Orne		
17	Cher	60	Seine		PORTS OF THE MEDITERRANEAN.
18	Corrèze	62	Puy-de-Dôme		
19	Corse	63	Pyrénées (hautes)		
20	Côte d'Or	64	Pyrénées (basses)	1	Alexandria
21	Côtes du Nord	65	Pyrénées (orientales)	2	Constantinople
22	Creuse	66	Rhin (haut)	3	The Dardanelles
23	Dordogne	67	Rhin (bas)	4	Smyrna
24	Doubs	68	Rhône		
25	Drôme	69	Saône (haute)		
26	Eure	70	Saône-et-Loire		
27	Eure-et-Loire	71	Sarthe		
28	Finistère	72	Seine-et-Oise		FOREIGN COUNTRIES.
29	Gard	73	Seine-et-Marne		
30	Garonne (haute)	74	Seine Inférieure		
31	Gers	75	Sèvres (Deux)	1	States of the Continent (4)
32	Gironde	77	Tarn		
33	Hérault	78	Var	2	Colonies and Countries beyound Sea.
34	Ile-et-Vilaine	79	Vendée		
35	Indre	80	Vienne		
36	Indre-et-Loire	81	Vienne (haute)		
37	Isère	82	Vosges		
38	Jura	83	Yonne		
39	Landes	84	Loire		
40	Loir-et-Cher	85	Tarn-et-Garonne		
41	Loire (haute)	86	Vaucluse		
42	Loire Inférieure				

(1) Vide Table No. 3 following.
(2) Ditto.
(3) Vide Table No. 3 following.
(4) Except those stated in No. 3 following.

TABLEAUX FAISANT SUITE AUX ARTICLES D'EXECUTION DE LA CONVENTION POSTALE DU 3 AVRIL, 1843.

Tableau No. 1.

PARIS.

Nomenclature des Départemens Français et des pays dont la Correspondance pour le Royaume Uni de la Grande Bretagne et d'Irlande, les Colonies et Possessions Anglaises (celles des parages de la Méditerranée exceptées), doit être dirigée par Paris et réciproquement.

No. des Départemens.	Noms des Départemens.	No. des Départemens.	Noms des Départemens.	No. d'Ordre.	Désignation des Pays dont la Correspondance doit passer par Paris.
1	Ain	43	Loiret		
2	Aisne (1)	44	Lot		ALGERIE.
3	Allier	45	Lot-et-Garonne		
4	Alpes (hautes)	46	Lozère	1	Alger
5	Alpes (basses)	47	Maine-et-Loire	2	Blidah
6	Ardèche	48	Manche	3	Bône
7	Ardennes (2)	49	Marne	4	Bougie
8	Arriège	50	Marne (haute)	5	Cherchell
9	Aube	51	Mayenne	6	Constantine
10	Aude	52	Meurthe	7	Mostaganem
11	Aveyron	53	Meuse	8	Oran
12	Bouches du Rhône	54	Morbihan	9	Philippeville.
13	Calvados	55	Moselle		
14	Cantal	56	Nièvre		
15	Charente	58	Oise (3)		
16	Charente Inférieure	59	Orne		
17	Cher	60	Seine		PARAGES DE LA MÉDITERRANÉE.
18	Corrèze	62	Puy de Dôme		
19	Corse	63	Pyrénées (hautes)		
20	Côte d'Or	64	Pyrénées (basses)	1	Alexandrie
21	Côtes du Nord	65	Pyrénées (orientales)	2	Constantinople
22	Creuse	66	Rhin (haut)	3	Les Dardanelles
23	Dordogne	67	Rhin (bas)	4	Smyrne
24	Doubs	68	Rhône		
25	Drôme	69	Saône (haute)		
26	Eure	70	Saône-et-Loire		
27	Eure-et-Loir	71	Sarthe		
28	Finistère	72	Seine-et-Oise		PAYS ETRANGERS.
29	Gard	73	Seine-et-Marne		
30	Garonne (haute)	74	Seine Inférieure	1	Etats du Continent (4)
31	Gers	75	Sèvres (Deux)		
32	Gironde	77	Tarn	2	Colonies et Pays d'outremer.
33	Hérault	78	Var		
34	Ile-et-Vilaine	79	Vendée		
35	Indre	80	Vienne		
36	Indre-et-Loire	81	Vienne (haute)		
37	Isère	82	Vosges		
38	Jura	83	Yonne		
39	Landes	84	Loire		
40	Loir-et-Cher	85	Tarn-et-Garonne		
41	Loire (haute)	86	Vaucluse		
42	Loire Inférieure				

(1) Voir le Tableau No. 3 ci-après.
(2) Idem.
(3) Voir le Tableau No. 3 ci-après.
(4) Excepté ceux désignés dans le Tableau No. 3 ci-après.

Table No. 2.

DOVER.

List of the English Towns, the Correspondence of which, to and from France, and to and from Countries in transit through France, should be forwarded by Dover.

Towns.	Counties.
Ashford	Kent
Bidenden	
Canterbury	
Chatham	
Cranbrook	
Dartford	
Deal	
Dover	
Feversham	
Folkestone	
Gravesend	
Hastings	Sussex
Hythe	Kent
Maidstone	
Margate	
New Romney	
Queenborough	
Ramsgate	
Rochester	
Rye	Sussex
Sandwich	Kent
Sheerness	
Shooter's Hill	
Sittingbourne	
St. Leonard's	Sussex
Walmer	Kent

Tableau No. 2.

DOUVRES.

Nomenclature des Villes de l'Angleterre dont la Correspondance pour la France, et les pays qui empruntent son Territoire, doit être dirigée par Douvres, et réciproquement.

Villes.	Comtés.
Ashford	Kent
Bidenden	
Canterbury	
Chatham	
Cranbrook	
Dartford	
Deal	
Dover	
Feversham	
Folkestone	
Gravesend	
Hastings	Sussex

Villes.	Comtés.
Hythe	Kent
Maidstone	
Margate	
New Romney	
Queensborough	
Ramsgate	
Rochester	
Rye	Sussex.
Sandwich	Kent
Sheerness	
Shooter's Hill	
Sittingbourne	
St. Leonards	Sussex.
Walmer	Kent.

Table No 3.

CALAIS.

List of the French Departments and Foreign Countries, the Correspondence of which, to and from the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions (those in the Mediterranean excepted), should be forwarded by Calais.

No. of the Departments.	Names of the Departments.	No. of the Order.	Names of Foreign Countries.
2	Aisne (1)	1	Denmark
7	Ardennes (2)	2	Sweden
57	Nord	3	Norway
58	Oise (3)	4	Grand Duchy of Mecklenburg Schwerin
61	Pas-de-Calais (4)		
74	Seine Inférieure (5)	5	Grand Duchy of Mecklenburg Strelitz
76	Somme	6	Duchy of Oldenburg
		7	Hamburg
		8	Bremen
		9	Lubeck

(1) Except the following which should be forwarded by Paris :—

No.	Towns.	No.	Towns.	No.	Towns.
1	Anizy-le-Château	7	Coucy-le-Château	12	Oulchy
2	Beaulieu	8	Fère-en-Tardenois	13	Soissons
3	Braisne	9	Gandelu	14	Vailly
4	Château Thierry	10	La Ferté-Milon	15	Vic-sur-Aisne
5	Charly	11	Neuilly St. Front	16	Villers-Cotterets
6	Chavignon				

(2) Except the following, which should be forwarded by Paris :—

No.	Towns.	No.	Towns.	No.	Towns.
1	Apremont	6	Chaumont Porcien	10	Mouzon
2	Attigny	7	Grand Pré	11	Rethel
3	Buzancy	8	Lannoy	12	Tagnon
4	Carignon	9	Le Chêne	13	Vouziers
5	Château Porcien				

(3) Except the following, which should be forwarded by Paris :—

No.	Towns.	No.	Towns.	No.	Towns.
1	Betz	4	La Chapelle-en-Serval	6	Pont St. Maxence
2	Chantilly	5	Nauteuil-le-Haudouin	7	Senlis
3	Cressy				

(4) The following is the only exception : 1. Boulogne, the correspondence of which is sent direct.

(5) Towns of this Department which should be forwarded by Calais.

No.	Towns.	No.	Towns.	No.	Towns.
1	Aumale	4	Forges	6	Gaillefontaine
2	Blangy	5	Foucarmont	7	Neufchâtel
3	Eu				

The others by Paris.

Tableau No. 3.

CALAIS.

Nomenclature des Départemens Français et des Pays Etrangers dont la Correspondance pour le Royaume Uni de la Grande Bretagne et d'Irlande, les Colonies et Possessions Anglaises (celles des parages de la Méditerranée exceptées), devra être dirigée par Calais, et réciproquement.

No. des Départemens.	Noms des Départemens.	No. d'Ordre.	Désignation des Pays Etrangers.
2	Aisne (1)	1	Danemarck
7	Ardennes (2)	2	Suède
57	Nord	3	Norwège
58	Oise (3)	4	Grand Duché de Mecklenbourg Schwerin
61	Pas-de-Calais (4)	5	Grand Duché de Mecklenbourg Strelitz
74	Seine Inférieure (5)	6	Duché d'Oldenbourg
76	Somme	7	Hambourg
		8	Brême
		9	Lubeck

(1) Exceptions, devant passer par Paris.

No.	Villes.	No.	Villes.	No.	Villes.
1	Anizy-le-Château	7	Coucy-le-Château	12	Oulchy
2	Beaulieu	8	Fère-en-Tardenois	13	Soissons
3	Braisne	9	Gandelu	14	Vailly
4	Château Thierry	10	La Ferté Milon	15	Vic-sur-Aisne
5	Charly	11	Neuilly St. Front	16	Villers-Cotterets
6	Chavignon				

(2) Exceptions, devant passer par Paris :—

No.	Villes.	No.	Villes.	No.	Villes.
1	Apremont	6	Chaumont Porcien	10	Mouzon
2	Attigny	7	Grand Pré	11	Rethel
3	Buzancy	8	Lannoy	12	Tagnon
4	Carignon	9	Le Chêne	13	Vouziers
5	Château Porcien				

(3) Exceptions, devant passer par Paris :—

No.	Villes.	No.	Villes.	No.	Villes.
1	Betz	4	La Chapelle-en-Serval	6	Pont St. Maxence
2	Chantilly	5	Nauteuil-le-Haudouin	7	Senlis
3	Cressy				

(4) Exception unique,—Boulogne (correspondance directe).

(5) Villes de ce Département devant passer par Calais.

No.	Villes.	No.	Villes.	No.	Villes.
1	Aumale	4	Forges	6	Gaillefontaine
2	Blangy	5	Foucarmont	7	Neufchâtel
3	Eu				

Les autres par Paris.

Table No. 4.

DIEPPE.

*List of French Towns, the Correspondence of which, for the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions, (those in the Mediterranean excepted), should be forwarded by Dieppe and Brighton during the season favourable to navigation between the two ports.**

No. of the Order.	Towns.	No. of the Order.	Towns.
1	Bacqueville	18	Le Hâvre
2	Barentin	19	Ingouville
3	Bolbec	20	Lillebonne
4	Cany	21	Longueville
5	Caudebec	22	Malaunay
6	Criquetot-Lesneval	23	Maromme
7	Darmetal	24	Montivilliers
8	Dieppe	25	Ourville
9	Doudeville	26	Rouen
10	Ducleur	27	St. Romain
11	Elbeuf	28	St. Saens
12	Envermeu	29	St. Valery-en-Caux
13	Fauville	30	Tôtes
14	Fécamp	31	Valmont
15	Goderville	32	Yerville
16	Grand-Couronne	33	Yvetot
17	Harfleur		

* The Directors of the Post Offices mentioned in this table, will be informed, at the commencement of each season, of the period at which they should forward by this route, the correspondence for England and countries beyond sea, and of the days of the week on which the despatches should leave their offices.

Table No. 5.

HAVRE.

*List of the French Departments and Foreign Countries, the Correspondence of which, for the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions (those in the Mediterranean excepted), should be forwarded by Hâvre and Southampton, during the season favourable to navigation between the two Ports**.

No. of the Departments.	Names of the Departments.	No. of the Departments.	Names of the Departments.	OBSERVATIONS.
13	Calvados	51	Mayenne	
15	Charente	54	Morbihan	(1) Except the following towns, the correspondence of which should always be forwarded by Calais:
16	Charente Inférieure	59	Orne	
21	Côtes du Nord	63	Pyrénées (hautes)	
23	Dordogne	64	Pyrénées (basses)	
26	Eure	71	Sarthe	
28	Finistère	74	Seine Inférieure (1)	1 Aumale
31	Gers	75	Sèvres	2 Blangy
32	Gironde	79	Vendée	3 Eu
34	Ile-et-Vilaine	80	Vienne	4 Forges
36	Indre-et-Loire			5 Foucarmont
39	Landes			6 Gaillefontaine
42	Loire Inférieure		Foreign Countries.	7 Neufchâtel
45	Lot-et-Garonne			
47	Maine-et-Loire	1	Spain	
48	Manche	2	Portugal	
		3	Colonies and Countries beyond Sea.	

* The Directors of the Post Offices will be informed, at the commencement of each season, of the period at which they should forward by this route, the Correspondence for England and countries beyond sea, and of the days of the week on which the despatches should leave their offices.

Tableau No. 4.

DIEPPE.

*Nomenclature des Villes de France dont la Correspondance pour le Royaume Uni de la Grande Bretagne et d'Irlande, les Colonies et Possessions Anglaises (celles des parages de la Méditerranée exceptées), doit être dirigée par Dieppe et Brighton, pendant la saison favorable à la navigation entre ces deux ports.**

No. d'Ordre.	Villes.	No. d'Ordre.	Villes.
1	Bacqueville	18	Le Hâvre
2	Barentin	19	Ingouville
3	Bolbec	20	Lillebonne
4	Cany	21	Longueville
5	Caudebec	22	Malaunay
6	Criquetot-Lesneval	23	Maromme
7	Darnetal	24	Montivilliers
8	Dieppe	25	Ourville
9	Doudeville	26	Rouen
10	Duclair	27	St. Romain
11	Elbeuf	28	St. Saens
12	Envermeu	29	St. Valery-en-Caux
13	Fauville	30	Tôtes
14	Fécamp	31	Valmont
15	Goderville	32	Yerville
16	Grand-Couronne	33	Yvetot
17	Harfleur		

* Les Directeurs des Postes des Bureaux désignés dans ce Tableau seront avertis au commencement de chaque saison, de l'époque à partir de laquelle ils devront diriger par cette voie la correspondance pour l'Angleterre et les pays d'outremer, et des jours de la semaine où les expéditions devront avoir lieu de leurs Bureaux.

Tableau No. 5.

LE HAVRE.

*Nomenclature des Départemens Français et des Pays Etrangers dont la Correspondance pour le Royaume Uni de la Grande Bretagne et d'Irlande, les Colonies et Possessions Anglaises (celles des Parages de la Méditerranée exceptées), doit être dirigée par Le Hâvre et Southampton, pendant la saison favorable à la navigation entre ces deux Ports.**

No. de Départemens.	Noms des Départemens.	No. de Départemens.	Noms des Départemens et des Pays Etrangers.	OBSERVATIONS.
13	Calvados	51	Mayenne	
15	Charente	54	Morbihan	(1) Excepté les villes ci-dessous, dont la correspondance devra toujours être dirigée par Calais :
16	Charente Inférieure	59	Orne	
21	Côtes du Nord	63	Pyrénées (hautes)	
23	Dordogne	64	Pyrénées (basses)	
26	Eure	71	Sarthe	
28	Finistère	74	Seine Inférieure (1)	1 Aumale
31	Gers	75	Sèvres (Deux)	2 Blangy
32	Gironde	79	Vendée	3 Eu
34	Ile-et-Vilaine	80	Vienne	4 Forges
36	Indre-et-Loire			5 Foucarmont
39	Landes			6 Gaillefontaine
42	Loire Inférieure		Pays Etrangers.	7 Neufchâtel
45	Lot-et-Garonne			
47	Maine-et-Loire	1	Espagne	
48	Manche	2	Portugal	
		3	Colonies et Contrées transatlantiques.	

* Les Directeurs des Postes seront avertis, au commencement de chaque saison, de l'époque à partir de laquelle ils devront diriger par cette voie la correspondance de leurs départemens pour l'Angleterre et les pays d'outremer, et des jours de la semaine où les expéditions devront avoir lieu.

Table No. 6.

MEDITERRANEAN—(PARIS.)

List of the French Departments and of the Foreign Countries, the Correspondence of which, to and from the British Post Offices on the Mediterranean, should be forwarded by Paris.

No. of the Departments.	Names of the Departments.	No of the Departments.	Names of the Departments, and of Foreign Countries.	OBSERVATIONS.
2	Aisne	73	Seine-et-Marne	
7	Ardennes	74	Seine Inférieure	
12	Calvados	75	Sèvres (Deux)	
21	Côtes du Nord	76	Somme	
26	Eure	79	Vendée	
27	Eure-et-Loire	80	Vienne	
28	Finistère			
34	Ile-et-Vilaine		Foreign Countries.	
36	Indre-et-Loire	1	Belgium	
40	Loir-et-Cher	2	Denmark	
42	Loire-Inférieur	3	Grand Duchies of Mecklenburg	
47	Maine-et-Loire			
48	Manche	4	Duchy of Oldenburg	
49	Marne	5	Hanover	
51	Mayenne	6	Norway	
54	Morbihan	7	Holland	
57	Nord	8	Poland	
58	Oise	9	Prussia	
59	Orne	10	Russia	
61	Pas-de-Calais	11	Sweden	
71	Sarthe	12	Hans Towns: Hamburg	
60	Seine	13	Hans Towns: Bremen	
72	Seine-et-Oise	14	Hans Towns: Lubeck	
		15	Colonies and Countries beyond the Atlantic	

Tableau No. 6.

MÉDITERRANEE.—(PARIS.)

Nomenclature des Départemens Français et des Pays Etrangers dont la Correspondance pour les Bureaux Britanniques des Parages de la Méditerranée, et réciproquement, doit passer par Paris.

No. des Départemens.	Noms des Départemens.	No. des Départemens.	Noms des Départemens et des Pays Etrangers.	OBSERVATIONS.
2	Aisne	73	Seine-et-Marne	
7	Ardennes	74	Seine Inférieure	
13	Calvados	75	Sèvres (Deux)	
21	Côtes du Nord	76	Somme	
26	Eure	79	Vendée	
27	Eure-et-Loire	80	Vienne	
28	Finistère			
34	Ile-et-Vilaine		PAYS ETRANGERS.	
36	Indre-et-Loire	1	Belgique	
40	Loir-et-Cher	2	Danemarck	
42	Loire Inférieure	3	Grands Duchés de Mecklenbourg	
47	Maine-et-Loire			
48	Manche	4	Duché d'Oldenbourg	
49	Marne	5	Hanovre	
51	Mayenne	6	Norwège	
54	Morbihan	7	Pays-Bas	
57	Nord	8	Pologne	
58	Oise	9	Prusse	
59	Orne	10	Russie	
61	Pas-de-Calais	11	Suède	
71	Sarthe	12	Villes Anseatiques de Hambourg	
60	Seine	13	Brême	
72	Seine-et-Oise	14	Lubeck	
		15	Colonies et Contrées transatlantiques	

Table No. 7.

MEDITERRANEAN.—(MARSEILLES.)

List of the French Departments, and Foreign Countries, the Correspondence of which, to and from the British Post Offices in the Mediterranean, should be forwarded by Marseilles.

No. of the Depart-ments.	Names of the Departments.	No. of the Depart-ments.	Names of the Departments.	No. of the Order.	Names of the Countries, the Correspondence of which should be transmitted by Marseilles.
1	Ain	39	Landes		
3	Allier	84	Loire		Algeria.
4	Alpes (basses)	41	Loire (haute)	1	Algiers
5	Alpes (hautes)	43	Loiret	2	Blidah
6	Ardèche	44	Lot	3	Bona
8	Arriège	45	Lot-et-Garonne	4	Bougie
9	Aube	46	Lozère	5	Cherchell
10	Aude	50	Marne (haute)	6	Constantine
11	Aveyron	52	Meurthe	7	Mostaganem
12	Bouches-du-Rhône	53	Meuse	8	Oran
14	Cantal	55	Moselle	9	Philippeville
15	Charente	56	Nièvre		Foreign Countries.
16	Charente Inférieure	62	Puy-de-Dôme	1	Austria
17	Cher	63	Pyrénées (hautes)	2	Bavaria
18	Corrèze	64	Pyrénées (basses)	3	Spain
19	Corse	65	Pyrénées(orientales)	4	Grand Duchy of Baden
20	Côte d'Or	66	Rhin (haut)	5	States of Sardinia
22	Creuse	67	Rhin (bas)	6	Frankfort
23	Dordogne	68	Rhône	7	Southern Italy
24	Doubs	69	Saône (haute)	8	Portugal
25	Drôme	70	Saône-et-Loire	9	Venetian Lombardy
29	Gard	77	Tarn	10	Saxony
30	Garonne (haute)	78	Var	11	Switzerland
31	Gers	81	Vienne (haute)	12	Wurtemburg
32	Gironde	82	Vosges		
33	Hérault	83	Yonne		
35	Indre	85	Tarn-et-Garonne		
37	Isère	86	Vaucluse		
38	Jura				

Tableau No 7.

MÉDITERRANÉE.—(MARSEILLE.)

Nomenclature des Départemens Français et des Pays Etrangers dont la Correspondance pour les Bureaux Britanniques des parages de la Méditerranée, et réciproquement, doit passer par Marseille.

No. des Départemens.	Noms des Départemens.	No. des Départemens.	Noms des Départemens.	No. d'Ordre.	Désignations des Pays dont la Correspondance doit passer par Marseille.
1	Ain	39	Landes		
3	Allier	84	Loire		Algerie.
4	Alpes (basses)	41	Loire (haute)	1	Alger
5	Alpes (hautes)	43	Loiret	2	Blidah
6	Ardèche	44	Lot	3	Bône
8	Arriège	45	Lot-et-Garonne	4	Bougie
9	Aube	46	Lozère	5	Cherchell
10	Aude	50	Maine (haute)	6	Constantine
11	Aveyron	52	Meurthe	7	Mostaganem
12	Bouches-du-Rhône	53	Meuse	8	Oran
14	Cantal	55	Moselle	9	Philippeville
15	Charente	56	Nièvre		Pays Etrangers.
16	Charente Inférieure	62	Puy-de-Dôme	1	Autriche
17	Cher	63	Pyrénées (hautes)	2	Bavière
18	Corrèze	64	Pyrénées (basses)	3	Espagne
19	Corse	65	Pyrénées(orientales)	4	Grand Duché de Bade
20	Côte d'Or	66	Rhin (haut)	5	Etats Sardes
22	Creuse	67	Rhin (bas)	6	Francfort
23	Dordogne	68	Rhône	7	Italie Méridionale
24	Doubs	69	Saône (haute)	8	Portugal
25	Drôme	70	Saône-et-Loire	9	Royaume Lombardo-Vénitien
29	Gard	77	Tarn	10	Saxe
30	Garonne (haute)	78	Var	11	Suisse
31	Gers	81	Vienne (haute)	12	Wurtembourg
32	Gironde	82	Vosges		
33	Hérault	83	Yonne		
35	Indre	85	Tarn-et-Garonne		
37	Isère	86	Vaucluse		
38	Jura				

Table No. 8.

BRITISH COLONIES AND POSSESSIONS.

(Payment of Postage optional.)

List of the British Colonies and Possessions served by the Packets leaving the Ports of the United Kingdom at stated periods, and on letters addressed to which Colonies or Possessions the payment of postage is optional.

BRITISH POSSESSIONS. Payment of Postage optional.	Ports of despatch.	Periods of departure from England.	OBSERVATIONS.
West Indies.			
Antigua Bahamas Barbadoes Berbice Demerara Dominica Essequibo Grenada Jamaica Montserrat Nevis St. Lucia St. Kitts, or Christopher St. Vincent Tobago Tortola Trinidad	Falmouth	1st and 15th† of each month. (1)	(1) When the 1st or 15th falls on a Sunday, the Mail is despatched on the following day. This remark applies to all the Mails forwarded by regular packet-boats, with this exception, that when the last day of the month falls on a Sunday, the Mediterranean Mail is despatched from London on the day preceding.
Canada, &c.			
Bermuda Canada New Brunswick Nova Scotia Prince Edward's Island Newfoundland	Liverpool	3rd and 18th of each month. (2)	(2) Except during the months of December, January, February, and March, when the Mail is despatched only on the 3rd of each month.
Mediterranean.			(3) That is, the last day of each month, and the Saturday nearest to the 15th of each month, either before or after the 15th.
Gibraltar Malta	Falmouth	Every Saturday Every fifteen days. (3)	

Table No. 9.

COUNTRIES BEYOND SEA.—*(Payment of Postage compulsory.)*

List of the Countries beyond Sea served by the Packet-boats leaving the Ports of the United Kingdom at stated periods, and on letters addressed to which Countries the payment of Postage is compulsory.

COUNTRIES BEYOND SEA. Payment of Postage compulsory.	Ports of despatch.	Periods of departure from England.	OBSERVATIONS.
West Indies.			
Guadaloupe Havanna Martinique Porto Rico St. Croix St. Domingo St. Martin St. Thomas Hayti	Falmouth	1st and 15th† of each month	Vide Note No. 1, Table No. 8
Chagres La Guayra Honduras Maracaibo Mexico Panama Puerto Cabello Santa Martha The Western Coast of South America	Falmouth	1st of each month	Vide Note No. 1, Table No. 8
Brazil.			
Madeira The Azores The Canary Islands Brazil Buenos Ayres Monte Video	Falmouth	The 1st Tuesday of each month	
Ionian Islands	Falmouth	Every fifteen days	Vide Note No. 3, Table No. 8
United States of America	Liverpool	3rd and 18th of each month	Vide Note No. 2, Table No. 8

† Since the signature of these Articles, this date has been changed to the 16th.

Tableau No. 8.

COLONIES ET POSSESSIONS ANGLAISES.

(Affranchissement facultatif.)

Nomenclature des Colonies et Possessions Anglaises desservies par des paquebots partant régulièrement des Ports du Royaume Uni, et à l'effet desquelles l'affranchissement des lettres est facultatif.

DESIGNATION			
Des Possessions Anglaises desservies par des paquebots réguliers. (Affranchissement facultatif.)	Des Ports de l'Angleterre d'où partent les paquebots réguliers.	Epoques des départs des Ports de l'Angleterre.	OBSERVATIONS.
Indes Occidentales. Antigua Bahama La Barbade Berbice Démérara La Dominique Essequibo La Grenade La Jamaïque Montserrat Nevis Ste. Lucie St. Christophe St. Vincent Tobago Tortola La Trinité	Falmouth	Les 1 et 15† de chaque mois. (1)	(1) Lorsque le 1 ou 15 tombe au Dimanche, les expéditions ont lieu le jour suivant. Cette remarque s'applique à toutes les expéditions des paquebots réguliers, avec cette exception, que lorsque le dernier jour du mois tombe au Dimanche, la malle de la Méditerranée est expédiée de Londres le jour qui précède ce même Dimanche.
Le Canada, &c. Bermuda Canada Nouveau Brunswick Nouvelle Ecosse Ile du Prince Edouard Terre Neuve	Liverpool	Les 3 et 18 de chaque mois. (2)	(2) Excepté pendant le mois de Décembre, Janvier, Février, et Mars, où les départs n'ont lieu que le 3 de chaque mois.
Mediterranee. Gibraltar Malte	Falmouth	Tous les Samedis Tous les quinze jours. (3)	(3) C'est à dire, le dernier jour de chaque mois, et le Samedi le plus voisin du 15 de chaque mois, avant ou après le 15.

Tableau No. 9.

PAYS D'OUTREMER.—(*Affranchissement obligatoire.*)

Nomenclature des Pays d'outremer desservis par des paquebots partant régulièrement des Ports du Royaume Uni, et à l'égard desquels Pays l'affranchissement des lettres est obligatoire.

DESIGNATION			
Des Pays d'Outremer desservis par des paquebots réguliers partant des Ports de l'Angleterre. (Affranchissement obligatoire.)	Des Ports de l'Angleterre d'où partent les paquebots réguliers.	Epoques des départs des Ports de l'Angleterre.	OBSERVATIONS.
Iles Antilles. La Guadeloupe Le Havane La Martinique Porto Rico St. Croix St. Dominique St. Martin St. Thomas Haïti	Falmouth	Les 1 et 15† de chaque mois	Voyez la remarque No. 1 du Tableau 8
Chagrès La Guayra Honduras Maracaïbo Le Mexique Panama Puerto Cabello St. Marthe Les Côtes Occidentales de l'Amérique du Sud	Falmouth	Le 1 de chaque mois	Voyez la remarque No. 1 du Tableau 8
Le Bresil. Madère Les Açores Les Iles Canaries Le Brésil Buenos Ayres Monte Video	Falmouth	Le 1er Mardi de chaque mois	
Iles Ioniennes	Falmouth	Tous les quinze jours	Voyez la remarque No. 3 du Tableau 8
Etats Unis d'Amérique	Liverpool	Les 3 et 18 de chaque mois	Voyez la remarque No. 2 du Tableau 8

† Cette date a été changée au 16, postérieurement à la signature de ces Articles.

Table No. 10.

List of the States of Southern Italy, the Correspondence of which may be forwarded through the States of Sardinia.

No. of the Order.	NAMES OF THE STATES.	French Office of Exchange through which letters should be forwarded.
1	Roman States	Paris
2	Kingdom of the Two Sicilies	
3	Grand Duchy of Tuscany	
4	Duchy of Lucca	
5	Duchy of Modena	
6	Duchy of Parma and Placentia	

Table No. 11.

List of the German States, the Correspondence of which may be forwarded to the Office of the Prince of Tour and Taxis.

No. of the Order.	NAMES OF THE STATES.	French Office of Exchange through which letters should be forwarded.	No. of the Order.	NAMES OF THE STATES.	French Office of Exchange through which letters should be forwarded.
	Kingdom.			Grand Duchies.	
1	Wurtemburg	Paris	8	Hesse-Darmstadt	Paris
			9	Hesse (Electoral)	
			10	Saxe-Weimar	
	Principalities.			Duchies.	
2	Hesse-Homburg	Paris	11	Nassau	Paris
3	Lippe-Detmold		12	Saxe-Altenburg	
			13	Saxe-Coburg-Gotha	
4	Reuss		14	Saxe-Meiningen	
5	Schaumburg-Lippe			Free Cities.	
6	Schwartzburg-Rudolstadt		15	Frankfort	Paris
			16	Hamburg	Calais
7	Schwartzburg-Sondershausen		17	Bremen	
			18	Lubeck	

Table No. 12.

List of the States of the North, the Correspondence of which may be forwarded through the Offices of the Prince of Tour and Taxis.

No. of the Order.	NAMES OF THE STATES.	French Office of Exchange through which letters should be forwarded.
	Kingdoms.	
1	Denmark	Calais
2	Hanover	Paris
3	Saxony	
4	Sweden and Norway	Calais
	Grand Duchies.	
5	Mecklenburg-Schwerin	Calais
6	Mecklenburg-Strelitz	
	Duchies.	
7	Brunswick	Paris
8	Oldenburg	Calais

Tableau No. 10.

Nomenclature des Etats de l'Italie Méridionale dont la Correspondance peut être dirigée par les Etats Sardes.

No. d'Ordre.	DESIGNATION DES ETATS.	Bureau d'Echange Français sur lequel doivent être dirigées les lettres des Etats désignés ci-contre.
1	Etats Pontificaux	Paris
2	Royaume des Deux Siciles	
3	Grand Duché de Toscane	
4	Duché de Lucques	
5	Duché de Modène	
6	Duché de Parme et Plaisance	

Tableau No. 11.

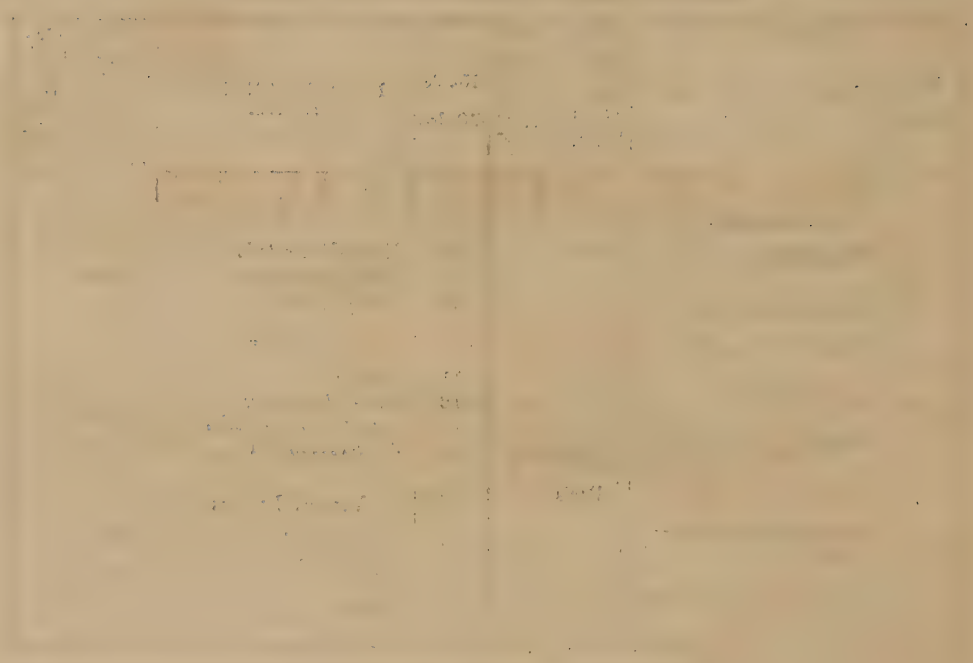
Nomenclature des Etats de l'Allemagne dont la Correspondance peut être dirigée par les Postes du Prince de Tour et Taxis.

No. d'Ordre.	DESIGNATION DES ETATS.	Bureau d'Echange Francais sur lesquels doivent être dirigées les lettres des Etats désignés ci-contre.	No. de d'Ordre.	DESIGNATION DES ETATS.	Bureaux d'Echange Français sur lesquels doivent être dirigées les lettres des Etats désignés ci-contre.
	Royaume.			Grand Duches.	
1	Wurtembourg	Paris	8	Hesse-Darmstadt	Paris
			9	Hesse-Electorale	
			10	Saxe-Weimar	
	Principautes.				
2	Hesse-Hombourg	Paris		Duches.	
			11	Nassau	Paris
3	Lippe-Detmold		12	Saxe-Altenbourg	
			13	Saxe-Cobourg-Gotha	
4	Reuss		14	Saxe-Meiningen	
5	Schaumbourg-Lippe			Villes Libres	
6	Schwartzbourg-Rudolstadt		15	Francfort	Paris
			16	Hambourg	Calais
7	Schwartzbourg Sondershausen		17	Brême	
			18	Lubeck	

Tableau No. 12.

Nomenclature des Etats du Nord dont la Correspondance peut être dirigée par les Postes du Prince de Tour et Taxis.

No. d'Ordre.	DESIGNATION DES ETATS.	Bureaux d'Echange Français sur lesquels doivent être dirigées les lettres des Etats désignés ci-contre.
	Royaumes.	
1	Danemarck	Calais
2	Hanovre	Paris
3	Saxe	
4	Suède et Norwège	Calais
	Grand Duches.	
5	Mecklenbourg-Schwerin	Calais
6	Mecklenbourg-Strelitz	
	Duches.	
7	Brunswick	Paris
8	Oldenbourg	Calais



ADDITIONAL ARTICLES

TO THOSE AGREED UPON

BETWEEN

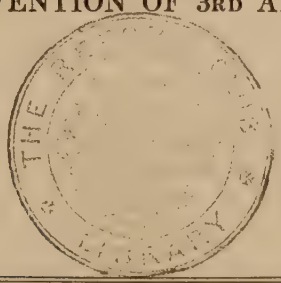
THE POST OFFICE OF GREAT BRITAIN,

AND

THE POST OFFICE OF FRANCE,

FOR CARRYING INTO EXECUTION

THE CONVENTION OF 3RD APRIL, 1843.



Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
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1845.

ADDITIONAL ARTICLES

To those agreed upon between the Post Office of Great Britain and the Post Office of France, for carrying into execution the Convention of April 3rd, 1843.

In pursuance of the power granted by the Articles 49 and 87 of the Convention of April 3rd, 1843, between France and Great Britain, to the two Post Offices, to settle the matters of detail which are to be arranged by mutual consent for ensuring the execution of the said Convention.

The Undersigned, duly authorized for that purpose by their respective Offices, have agreed upon the following Articles :—

Article 1.

There shall be established on the part of Great Britain, a new Office of Exchange at Folkstone, which shall exchange Mails with the French Office of Boulogne, by means of private Steam Packets plying between those Ports.

Article 2.

The Mails which the Offices of Exchange at Boulogne and Folkestone are authorized to forward to each other reciprocally, by means of Packets and Merchant Ships plying between those two Ports, may contain, independently of the correspondence coming from or addressed to the said Offices, the transit correspondence from or to any Country whatever, which may be forwarded to advantage through those Offices.

Nevertheless there shall be no transit correspondence forwarded from Folkestone to Boulogne, or from Boulogne to Folkestone, unless those words are expressed on the address :—

Viâ Boulogne, on the correspondence of Great Britain ;
Viâ Folkestone, on the correspondence of France.

Article 3.

The rules actually followed for paying the expense of the conveyance of the ordinary or supplementary Mails exchanged by means of Steam Packets or private Ships, between the respective Offices mentioned in Articles XII. and XIII. of the Convention of April 3, 1843, apply to the payment of the expense for conveying the Mails exchanged between the Offices of Folkestone and Boulogne.

Article 4.

The stipulations of the Articles XV. and XVI. of the Convention of April 3rd, 1843, concerning the moveable boxes for receiving such Letters as the public may wish to deposit in them, between the closing of the Mails and the departure of the Vessel intrusted with their conveyance, shall likewise apply to the regulations established in pursuance of the 1st Article of these Additional Articles, between the Exchange Offices of Folkestone and Boulogne.

Article 5.

Letters originating in the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions, or the Kingdom of Greece, which are sent by way of France and the French Mediterranean Packets, may be forwarded to the French Post Office, either unpaid, or paid to their destination, at the option of the senders.

ARTICLES ADDITIONNELS

Aux Articles convenus entre l'Office des Postes de France et l'Office des Postes de la Grande Bretagne, pour l'exécution de la Convention du 3 Avril, 1843.

En vertu de la faculté conférée par les Articles 49 et 87 de la Convention du 3 Avril, 1843, entre la France et la Grande Bretagne, aux Offices des Postes des deux Pays, d'arrêter de concert les mesures d'ordre et de détail qui doivent procurer l'exécution de cette Convention.

Les Soussignés, dûment autorisés à cet effet par leurs Offices respectifs, sont convenus des Articles suivants :—

Article 1.

Il sera établi du côté de la Grande Bretagne, un nouveau Bureau d'Echange à Folkestone, qui correspondra avec le Bureau d'Echange Français de Boulogne par la voie des entreprises particulières de Paquebots à Vapeur naviguant d'un de ces ports à l'autre.

Article 2.

Les Dépêches que sont autorisés à s'expédier réciproquement les Bureaux d'Echange de Folkestone et de Boulogne par la voie des Paquebots et Bâtimens de Commerce naviguant entre ces deux Ports pourront contenir, indépendamment des correspondances originaires ou à destination de ces localités les correspondances en transit de ou pour quelque Pays que ce soit qui pourraient être dirigées avec avantage par ces Bureaux.

Cependant il ne pourra être expédié de Folkestone à Boulogne, ou de Boulogne à Folkestone des correspondances en transit qu'autant qu'elles porteront sur l'adresse, savoir :—

1° Celles de la Grande Bretagne les mots *par Boulogne ;*

2° Celles de France, les mots *par Folkestone.*

Article 3.

Les règles actuellement suivies pour le payement des frais du transport des Dépêches ordinaires ou supplémentaires échangées par la voie des Paquebots ou Bâtimens du Commerce entre les Bureaux des Offices respectifs désignés dans les Articles XII. et XIII. de la Convention du 3 Avril, 1843, applicables au payement des frais du transport des Dépêches qui seront échangées entre les Bureaux de Folkestone et de Boulogne.

Article 4.

Seront également applicables aux rélations établies en vertu de l'Article 1er des présents Articles Additionnels, entre les Bureaux d'Echange de Folkestone et de Boulogne, les dispositions des Articles XV. et XVI. de la Convention du 3 Avril, 1843, concernant les boîtes mobiles destinées à recevoir les Lettres que le public voudroit y déposer entre le moment qui suit la clôture des Dépêches et le départ du Bâtiment chargé de leur transport.

Article 5.

Les lettres originaires du Royaume Uni de la Grande Bretagne et d'Irlande, des Colonies et Possessions Anglaises, pour le Royaume de Grèce, qui seront dirigées par la France pour être transportées par les Paquebots à Vapeur Français de la Mediterranée, pourront être livrées à l'Office des Postes de France non affranchies ou affranchies jusqu'à destination, au choix des envoyeurs.

ARTICLE 6.

Reciprocally, letters originating in the Kingdom of Greece, addressed to the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions, and conveyed by the French Mediterranean Packets, may be forwarded to the British Post Office, either unpaid or paid to their destination, at the option of the senders.

ARTICLE 7.

The French Post Office shall pay to the British Post Office for postage on unpaid letters originating in the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions, addressed to the Kingdom of Greece, namely :—

1st. On letters from the United Kingdom of Great Britain and Ireland, at the rate of one shilling per ounce British, net weight.

2ndly. On letters from the British Colonies and Possessions (but only from the port of embarkation in the said Colonies and Possessions), at the rate of three shillings and fourpence per ounce British, net weight.

There shall be added to the rate of three shillings and fourpence, fixed as above, that of eightpence for the internal postage of such of the aforesaid letters as are forwarded from Jamaica (those coming from Kingston excepted), Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland, making in all four shillings per ounce British, net weight.

ARTICLE 8.

The French Post Office shall likewise pay to the British Post Office, for postage on letters, originating in the Kingdom of Greece, which shall be paid to their destination in the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions, viz. :—

1st. On letters addressed to the United Kingdom of Great Britain and Ireland, at the rate of one shilling per ounce British, net weight;

2ndly. On letters addressed to the British Colonies and Possessions (but paid only to the port of landing in the said Colonies and Possessions), at the rate of three shillings and fourpence per ounce British, net weight.

There shall be added to the rate of three shillings and fourpence, fixed as above, that of eightpence for the internal postage of such of the aforesaid letters as are addressed to Jamaica (those addressed to Kingston excepted), Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland, making in all four shillings per ounce British, net weight.

ARTICLE 9.

The British Post Office shall pay, on its part, to the French Post Office, for postage on unpaid letters, originating in the Kingdom of Greece, and addressed to the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions, at the rate of four francs and sixty centimes, for every thirty grammes, net weight, making four francs for sea conveyance and transit postage through the French dominions, and sixty centimes for the internal postage of the Kingdom of Greece.

ARTICLE 10.

The British Post Office shall likewise pay to the French Post Office for postage on letters originating in the United Kingdom of Great Britain and Ireland, the British Colonies and Possessions, which shall be paid to their destination in the Kingdom of Greece, at the rate of four francs and sixty centimes for every thirty grammes, net weight, making four francs for the sea conveyance and transit postage through the French dominions, and sixty centimes for the internal postage of the Kingdom of Greece.

ARTICLE 11.

The inhabitants of the United Kingdom of Great Britain and Ireland, and the British Colonies and Possessions, and those of the Kingdom of Greece, may reciprocally send registered letters, by means of the French Mediterranean Packets. The postage on such letters must, in all cases, be paid to the place of destination.

ARTICLE 6.

Par réciprocité, les lettres originaires du Royaume de Grèce, pour le Royaume Uni de la Grande Bretagne et d'Irlande, les Colonies et Possessions Anglaises qui seront transportées par les Paquebots Français de la Mediterranée pourront être livrees à l'Office des Postes de la Grande Bretagne, non affranchies ou affranchies jusqu'à destination, au choix des envoyeurs.

ARTICLE 7.

L'Office des Postes de France payera à l'Office des Postes de la Grande Bretagne, pour le port des lettres non affranchies, originaires du Royaume Uni de la Grande Bretagne et d'Irlande, des Colonies et Possessions Anglaises, à destination du Royaume de Grèce, savoir :—

1°. Pour les lettres du Royaume Uni de la Grande Bretagne et d'Irlande, un shilling par once Britannique, poids net;

2°. Et pour celles des Colonies et Possessions Anglaises (mais seulement à partir du port d'embarquement dans ces Colonies et Possessions) la somme de trois shillings et quatre pence par once Britannique, poids net.

Il sera ajouté à la somme de trois shillings et quatre pence, ci-dessus fixée, celle de huit pence, pour port intérieur de celles des dites lettres qui seront originaires de la Jamaïque (le port de Kingston excepté), du Canada, du Nouveau Brunswick, de la Nouvelle Ecosse, de l'Ile du Prince Edouard, et de Terre-Neuve; en tout quatre shillings par once Britannique, poids net.

ARTICLE 8.

L'Office des Postes de France payera également à l'Office des Postes de la Grande Bretagne, pour le port des lettres originaires du Royaume de Grèce, qui seront affranchies jusqu'à destination dans le Royaume Uni de la Grande Bretagne et d'Irlande, les Colonies et Possessions Anglaises, savoir :—

1°. Pour les lettres adressées dans le Royaume Uni de la Grande Bretagne et d'Irlande, un shilling par once Britannique, poids net;

2°. Et pour les lettres adressées dans les Colonies et Possessions Anglaises (mais affranchies seulement jusqu'au port de débarquement dans ces Colonies et Possessions), la somme de trois shillings et quatre pence aussi par once Britannique, poids net.

Il sera ajouté à la somme de trois shillings et quatre pence, ci-dessus fixée, celle de huit pence, pour port intérieur de celles des dites lettres qui seront destinées pour la Jamaïque (le port de Kingston excepté), le Canada, le Nouveau Brunswick, la Nouvelle Ecosse, l'Ile du Prince Edouard, et Terre-Neuve; en tout quatre shillings par once Britannique, poids net.

ARTICLE 9.

L'Office des Postes de la Grande Bretagne payera, de son côté, à l'Office des Postes de France, pour les lettres non affranchies originaires du Royaume de Grèce, et destinées pour le Royaume Uni de la Grande Bretagne et d'Irlande, les Colonies et Possessions Anglaises, la somme de quatre francs soixante centimes par trente grammes, poids net, dont quatre francs pour le port de voie de mer et le prix de transit à travers le territoire Français et soixante centimes pour le Port intérieur du Royaume de Grèce.

ARTICLE 10.

L'Office des Postes de la Grande Bretagne payera également à l'Office des Postes de France pour les lettres originaires du Royaume Uni de la Grande Bretagne et d'Irlande, des Colonies et Possessions Anglaises qui seront affranchies jusqu'à destination dans le Royaume de Grèce, la somme de quatre francs soixante centimes par trente grammes, poids net, dont quatre francs pour le port de voie de mer et le prix de transit à travers le territoire Français, et soixante centimes pour le port intérieur du Royaume de Grèce.

ARTICLE 11.

Les habitants du Royaume Uni de la Grande Bretagne et d'Irlande et des Colonies et Possessions Anglaises, et ceux du Royaume de Grèce pourront réciproquement envoyer d'un pays dans l'autre des lettres chargées par la voie des Paquebots à Vapeur Français de la Mediterranée. Le port de ces lettres devra toujours être acquitté d'avance et jusqu'à destination.

ARTICLE 12.

The sum for which the two offices of France and Great Britain shall mutually account to each other, as regards the postage of registered letters, sent either from the United Kingdom and its Possessions to the Kingdom of Greece, or from the Kingdom of Greece to the United Kingdom and its Possessions, shall be double the sums mutually fixed upon, by the preceding Articles 8 and 10 for ordinary letters paid to the place of destination.

ARTICLE 13.

The French Post Office shall pay to the Post Office of Great Britain an uniform rate of three shillings and fourpence per ounce British, net weight, for transit through the territory of the United Kingdom, and for sea conveyance of paid letters originating in the Kingdom of Greece, and addressed to Colonies and Countries beyond the sea, wherever the same may be situated, when forwarded by the French to the British Post Office, to be conveyed either by private Ships, by Government Vessels, or by Vessels freighted or maintained by order of Government, from the ports of the United Kingdom.

The same rate of three shillings and fourpence per ounce British, net weight, shall likewise be paid by the French Post Office to the Post Office of Great Britain and Ireland, for sea conveyance and transit postage through the territory of the United Kingdom, of unpaid letters originating in colonies and countries beyond sea, wherever the same may be situated, addressed to the Kingdom of Greece.

It is, however, understood that in the rate of three shillings and fourpence per ounce British, fixed as above, for sea conveyance and transit through the territory of the United Kingdom of the letters described in the two preceding paragraphs, the rate with which those letters may be chargeable for internal postage in the said Colonies and Countries beyond sea, is not included.

ARTICLE 14.

The Post Office of Great Britain shall forward to the French Post Office, free from any charge for postage, newspapers and printed papers originating in the United Kingdom of Great Britain and Ireland, and addressed to the kingdom of Greece, which are to be conveyed by the French Mediterranean Packets.

ARTICLE 15.

The Post Office of Great Britain shall pay to the French Post Office, at the rate of ten centimes, for every newspaper or printed sheet of paper, for sea conveyance and transit postage through France, of newspapers and printed papers originating in the Kingdom of Greece, and addressed to the United Kingdom of Great Britain and Ireland, and conveyed by the French Mediterranean Packets.

ARTICLE 16.

The Post Office of France shall pay, on its part, to the Post Office of Great Britain, at the rate of one penny, for every newspaper or printed sheet of paper, for sea conveyance and transit postage of newspapers and printed papers originating in the Kingdom of Greece, and addressed to Colonies and Countries beyond sea, wherever the same may be situated, when forwarded to the British Post Office, to be conveyed either by private Ships, by Government Vessels, or by Vessels freighted by order of Government, from the ports of the United Kingdom.

ARTICLE 17.

The French Post Office shall likewise pay to the British Post Office the same sum of one penny for every newspaper or printed sheet of paper, for transit postage and sea conveyance of newspapers and printed papers, addressed to the Kingdom of Greece, and originating in the Colonies and Countries beyond sea, without distinction, and brought in any manner whatsoever into the United Kingdom, or the Channel Islands.

ARTICLE 12.

Le prix dont les deux Offices de France et de la Grande Bretagne se tiendront réciproquement compte pour le port des lettres chargées, envoyées soit du Royaume Uni et de ses Possessions, dans le Royaume de Grèce, soit du Royaume de Grèce dans le Royaume Uni et ses Possessions, sera du double des prix respectivement fixés par les Articles 8 et 10 précédents pour les lettres ordinaires affranchies jusqu'à destination.

ARTICLE 13.

L'Office des Postes de France payera à l'Office des Postes de la Grande Bretagne un prix uniforme de trois shillings et quatre pence par once Britannique, poids net, pour prix de transit sur le territoire du Royaume Uni, et pour port de voie de mer, des lettres affranchies, originaires du Royaume de Grèce, et destinées pour les Colonies et Pays d'outre-mer, sans distinction de parages qui seront livrées par l'Office des Postes de France à l'Office des Postes Britanniques, pour être transportées, soit par des Bâtiments du Commerce, soit par des Bâtiments de l'Etat, ou frétés ou entretenus pour le compte de l'Etat, partant des ports du Royaume Uni.

La même somme de trois shillings et quatre pence par once Britannique, poids net, sera également payée par l'Office des Postes de France à l'Office des Postes de la Grande Bretagne et d'Irlande, pour port de voie de mer, et pour prix de transit sur le territoire du Royaume Uni, des lettres non affranchies, originaires des Colonies et Pays d'outre-mer, sans distinction de parages, destinées pour le Royaume de Grèce.

Il est toutefois entendu que dans le prix ci-dessus fixé de trois shillings et quatre pence par once Britannique, pour port de voie de mer et de transit sur le territoire du Royaume Uni, des lettres designée dans les deux paragraphes précédents, n'est pas comprise la taxe dont ces lettres seront passibles à raison de leur parcours dans l'intérieur des dites Colonies ou Pays d'outre-mer.

ARTICLE 14.

L'Office des Postes de la Grand Bretagne livrera exempts de tout prix de port à l'Office des Postes de France, les journaux et imprimés originaires du Royaume Uni de la Grande Bretagne et d'Irlande, et adressés dans le Royaume de Grèce, qui devront être transportés par les Paquebots Français de la Mediterranée.

ARTICLE 15.

L'Office des Postes de la Grande Bretagne payera à l'Office des Postes de France, la somme de dix centimes, par journal ou par feuille d'imprimés, pour tout port de voie de mer et de transit à travers la France, des journaux et imprimés originaires du Royaume de Grèce, et destinés pour le Royaume Uni de la Grande Bretagne et d'Irlande, qui auront été transportés par les Paquebots Français de la Mediterranée.

ARTICLE 16.

L'Office des Postes de France payera, de son côté, à l'Office des Postes de la Grande Bretagne, la somme d'un penny, par journal ou par feuille d'imprimés, pour tout port de voie de mer et de transit, des journaux et imprimés originaires du Royaume de Grèce, et destinés pour les Colonies et Pays d'outre mer, sans distinction de parages qui seront livrés à l'Office des Postes Britanniques pour être transportés soit par des Bâtiments du Commerce, soit par des Bâtiments de l'Etat, ou frétés au compte de l'Etat, partant des ports du Royaume Uni.

ARTICLE 17.

L'Office des Postes de France payera également à l'Office des Postes Britanniques la même somme d'un penny par journal ou par feuille d'imprimés, pour tout port de voie de mer et de transit des journaux et imprimés adressés dans le Royaume de Grèce, et originaires des Colonies et Pays d'outre-mer, sans distinction de parages, qui seront apportés par quelque voie que ce soit dans le Royaume Uni ou dans les Iles du Canal de la Manche.

ARTICLE 18.

The present Articles shall be considered as additional to those agreed upon between the two Offices for carrying into execution the Convention of April 3rd, 1843, signed at London the 1st May following, and shall come into operation on the 1st day of March, 1845.

Done in duplicate, and signed at Paris, the 22nd day of February, 1845, and at London, the 26th of the same month.

(Signed) W. L. MABERLY, *Secretary.*

Approved,

(Signed) LONSDALE, *Postmaster-General.*

ARTICLE 18.

Les présents Articles seront considérés comme additionnels aux Articles d'exécution de la Convention du 3 Avril, 1843, signés à Londres le 1er Mai suivant, et seront mis à exécution le 1er Mars, 1845.

Fait en double original, et signé à Paris, le 22 jour du mois de Février, 1845, et à Londres, le 26 du même mois.

L'Administrateur des Postes de France,

(Signé) DUBOST.

Approuvé,

Le Conseiller d'Etat, Directeur-Général des Postes de France,

(Signé) CONTE.

LONDON:
Printed by William Clowes and Sons, Stamford Street,
For Her Majesty's Stationery Office.

POSTAGE CONVENTION,

BETWEEN THE

GENERAL POST OFFICE OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND

AND THE

GENERAL POST OFFICE OF THE KINGDOM OF THE NETHERLANDS.

Dated October 14, 1843.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1844.

ARTICLE 4.

I. Exchange and conveyance of Correspondence.

The British Office engages, as hitherto, to provide for the establishment and maintenance of the packets for the regular conveyance of the correspondence. It may employ, according to its convenience, either Government vessels for this purpose, or vessels belonging to private individuals with whom a contract shall be made for the conveyance of the mails. In either case the expense of conveyance by sea shall be defrayed by the said Office.

ARTICLE 5.

The Netherland Post Office shall bear all the extraordinary expenses which the particular circumstances of the weather or of the season may render necessary to secure or accelerate the embarkation or landing of the mails at the ports or on the coast of the Netherlands, as well as for their conveyance through any part of that territory.

ARTICLE 6.

If the service is performed by vessels employed solely for the conveyance of mails and passengers, and their baggage and effects, these vessels shall be entitled in the Netherlands to exemption from tonnage and other dues, and to the privileges formerly granted to packets of Her Britannic Majesty. But when the duty is performed by contract by private persons, who at the same time undertake to convey merchandize, the said exemptions and privileges shall not be claimed.

ARTICLE 7.

In case of war between the two nations, the vessels employed in the conveyance of the mails shall continue their navigation without impediment or molestation, until notice is given by either of the two Governments that the service is to be discontinued, in which case they shall be permitted to return freely and under special protection to their country.

ARTICLE 8.

In addition to the regular and permanent conveyance mentioned in the preceding Articles, the two offices shall forward to each other reciprocally and by means of any private steam-boat plying between the two countries, any letters which the parties interested may wish to have forwarded by such opportunities. The allowance due to the masters for the conveyance of these letters shall be paid to them by either Office according to the regulations in force in each country.

ARTICLE 9.

The correspondence of every description which the two offices may forward to each other reciprocally shall be enclosed at the office from which they are forwarded in sealed bags, and shall be accompanied by a Letter Bill, in which the particulars of each despatch shall be specified, and the safe arrival of which shall be acknowledged each time by the office to which they are sent. These letter bills and receipts shall be conformable to the models annexed to the present Convention, under Nos. 1 and 2.

ARTICLE 10.

The two Offices shall do all that is in their power effectually to prevent the transmission or conveyance of letters between the two countries otherwise than by the closed bags which the offices shall forward to each other reciprocally in virtue of the present Convention, and their officers or agents shall not allow any to be addressed to them gratuitously to the injury of the post-office revenue of either country.

Within the meaning of the present Article are not included the bags containing the official despatches that the respective Governments may think fit to forward to their diplomatic or other agents residing abroad, and reciprocally those which the said agents shall send to their Governments, either by means of the marine guards in charge of the mails on board of the packets, or through the medium of other special messengers, or of persons employed as such by the said Governments and at their own expense.

ARTICLE 4.

I.
Echange et transport des Correspondances.

L'Office Britannique se charge de pourvoir, comme par le passé, à l'établissement et à l'entretien des paquebots servant au transport régulier de la correspondance. Il pourra employer à cet effet soit des navires du Gouvernement soit des bâtimens appartenant à des particuliers avec lesquels il passera un contrat pour le transport des malles à son choix. Dans l'un comme dans l'autre cas les frais du transport par mer seront à la charge du dit Office.

ARTICLE 5.

L'Office des Pays Bas supportera, de son côté, tous les frais extraordinaires que les circonstances particulières du tems ou de la saison peuvent rendre nécessaires, pour assurer ou accélérer l'embarquement ou le débarquement des malles dans les ports, ou sur les côtes des Pays Bas ainsi que pour leur transport par une partie quelconque de son territoire.

ARTICLE 6.

Si le service est fait par des bâtimens servant uniquement au transport des malles et de voyageurs, avec leurs effets et bagages, ces navires jouiront, dans les Pays Bas, l'exemption des droits de tonnage ou autres, ainsi que des priviléges accordés précédemment aux paquebots de Sa Majesté Britannique. Mais lorsque le service est confié par entreprise à des particuliers, qui se chargent en même tems du transport de marchandises, ces exemptions et priviléges ne pourront être réclamés.

ARTICLE 7.

En cas de guerre entre les deux nations, les navires servant au transport des malles continueront leur navigation, sans obstacle ni molestation, jusqu'à notification de la cessation de leur service faite par l'un des deux Gouvernemens, auquel cas il leur sera permis de retourner librement et sous protection spéciale dans leurs pays.

ARTICLE 8.

Outre les expéditions régulières et permanentes dont il est question dans les Articles précédens, les deux Offices s'adresseront réciproquement, et par le moyen de tout autre bateau à vapeur particulier, navigant entre les deux pays, les lettres que les parties intéressées désirent avoir expédiées de préférence par ces occasions. La rétribution due aux capitaines pour le transport de ces lettres, leur sera payée par chaque Office suivant les régulations en vigueur dans chaque pays.

ARTICLE 9.

Les correspondances de toute nature que les deux Offices s'adresseront réciproquement seront enfermées, par le bureau expéditeur, dans des malles cachetées et accompagnées d'une Feuille d'Avis; dans laquelle les détails de chaque envoi seront spécifiés, et dont la bonne réception sera accusée, chaque fois, par le bureau de destination. Ces feuilles d'avis et accusés de réception seront conformes aux modèles joints à la présente Convention, sous les Nos. 1 et 2.

ARTICLE 10.

Les deux Offices feront tout ce qui est en leur pouvoir pour empêcher efficacement tout envoi ou transport de lettres entre les deux pays hors les malles closes que leurs bureaux s'adresseront réciproquement, en vertu de la présente Convention; et que leurs agens ou préposés ne s'en fassent adresser gratuitement, au détriment du produit des postes de l'un ou de l'autre pays.

Ne sont point compris dans les dispositions du présent Article, les sacs renfermant les dépêches officielles que les Gouvernemens respectifs des deux pays jugeront convenable d'adresser à leurs agens diplomatiques ou autres, résidant à l'étranger; et réciproquement celles que les dits agens adresseront à leurs Gouvernemens, soit par les *marine guards* chargés de la conduite des malles à bord des paquebots, soit par l'intermédiare d'autres messagers spéciaux ou personnes employées comme tels par les dits Gouvernemens, et à leurs propres frais.

II. INTERNATIONAL CORRESPONDENCE.

Article 11.

II. International Correspondence.

The postage of letters originating in the United Kingdom of Great Britain and Ireland, and addressed to the kingdom of the Netherlands, and reciprocally that of the letters originating in the Netherlands and addressed to the United Kingdom, may be wholly paid by the receivers, or may be prepaid, at the option of the sender in either country.

Prepayment for a part of the distance shall not be permitted.

Article 12.

Registered letters shall be excepted from the terms of the preceding Article. The postage of these letters shall always be paid in advance, as well with regard to the ordinary postage to the place of destination, as to the additional postage to which letters of this class are liable, according to the regulations of the country from which they are sent.

Article 13.

Letters originating in any place in the United Kingdom of Great Britain and Ireland, and addressed to any place in the kingdom of the Netherlands; and reciprocally letters sent from any place in the Netherlands to any place in the said United Kingdom, shall be charged in the two countries with an uniform postage of one shilling or sixty cents per single letter, of which eightpence or forty cents shall represent the postage due to the British Office, and twenty cents or fourpence that due to the Netherland Office. This rate shall also be applicable to letters not prepaid as well as to those prepaid; with respect to letters above the weight of a single letter (fixed at half an ounce in England and under sixteen esterlins or grammes in the Netherlands), each Office shall apply on its part the scale of progression established in its country.

Article 14.

The two Offices shall mutually account to each other for the portion which is due to each, of the postage of the correspondence forwarded to them, both for that of the letters not prepaid, and for that of the letters which are prepaid. In order, however, to simplify this operation, all letters contained in one and the same mail and belonging to the same class, shall be weighed in bulk, and payment for them be made as follows :—

By the Netherland Office to that of Great Britain one shilling and fourpence per ounce, British money and weight.

By the British Office to that of the Netherlands, forty cents per thirty esterlins or grammes, Netherland money and weight.

As to registered letters, it is agreed, that their weight shall be included in that of the ordinary prepaid letters; and that each office shall retain the extra postage which shall have been charged in its territory in conformity with the stipulations in Article 12, so that this surplus shall not give rise to any account between the two Offices.

Article 15.

The stipulations in the four preceding Articles are also applicable to the letters composing the ordinary mails, and to those forwarded by special opportunities mentioned in Article 8, with the exception that for the letters belonging to the latter class, and in consideration of the Netherland Office supporting a share in the expenses of their conveyance, the rate fixed by Article 13 shall be equally divided between the two Offices, and that, consequently, instead of the rates specified in Article 14, the Netherland Office shall pay to that of the United Kingdom one shilling per ounce, British money and weight, and the Office of the United Kingdom to that of the Netherlands, sixty cents per thirty esterlins or grammes, Netherland money and weight.

II. CORRESPONDANCE INTERNATIONALE.

Article 11.

Le port des lettres, nées dans le Royaume Uni de la Grande Bretagne et d'Irlande, et destinées pour le royaume des Pays Bas, et réciproquement celui des lettres originaires des Pays Bas et destinées pour le dit Royaume Uni, pourra être laissé en entier à la charge des destinataires; ou bien être payé d'avance, au choix des envoyeurs dans chaque pays.

L'affranchissement pour une partie de la distance à parcourir ne sera point admis.

Article 12.

Sont exceptées des dispositions de l'Article précédent, les lettres que le public fera recommander ou charger. Le prix de ces lettres devra toujours être payé d'avance tant pour le port ordinaire jusqu'à destination, que pour l'augmentation de port à laquelle les lettres de cette catégorie sont assujetties, par les règlemens du pays où l'expédition a lieu.

Article 13.

Les lettres, nées dans un endroit quelconque du Royaume Uni de la Grande Bretagne et d'Irlande, et destinées pour un endroit quelconque du royaume des Pays Bas, et réciproquement les lettres envoyées d'un endroit quelconque des Pays Bas, et destinées pour un endroit quelconque du Royaume Uni, seront passibles dans les deux pays, d'une taxe uniforme d'un shelling ou soixante cents par lettre simple, dont huit deniers ou quarante cents représenteront la taxe due à l'Office Britannique, et vingt cents ou quatre deniers celle due à l'Office du Pays Bas. Cette taxe sera également applicable aux lettres non affranchies et à celles dont le port aurait été payé d'avance. Quant au port des lettres dont le poids excéderait celui d'une lettre simple, (lequel poids est fixé à une demie once en Angleterre, et à seize esterlins ou grammes, exclusivement, aux Pays Bas,) chaque Office appliquera de son côté la progression en usage dans son pays.

Article 14.

Les deux Offices se rendront mutuellement compte de la part qui revient à chacun d'eux dans le produit des correspondances qu'ils se seront adressées, tant pour les lettres non affranchies, que pour celles affranchies. Néanmoins, pour simplifier cette opération, toutes les lettres faisant partie d'une même malle et appartenant à la même catégorie, seront pesées en masse, et le prix en sera payé comme suit:—

Par l'Office des Pays Bas à celui de la Grande Bretagne, un shelling et quatre deniers par once, monnaie et poids Britanniques.

Par l'Office de la Grande Bretagne à celui des Pays Bas, quarante cents par trente esterlins ou grammes, monnaie et poids des Pays Bas.

Quant aux lettres chargées, il est convenu que leur poids sera compris dans celui des affranchissemens ordinaires; et que chaque Office retiendra pour soi l'augmentation de port qui aura été perçu dans son pays, par suite des dispositions de l'Article 12; de sorte que ce surplus ne donnera lieu à aucun décompte entre les deux Offices.

Article 15.

Les dispositions des quatres Articles précédens sont également applicables aux lettres faisant partie des malles ordinaires, et à celles expédiées par les occasions particulières, dont il est fait mention à l'Article 8 ci-dessus, sauf que pour les lettres appartenant à la dernière catégorie, et en considération de la part que l'Office des Pays Bas supporte dans les frais de leur transmission, le port fixé par l'Article 13 sera partagé par moitié entre les deux Offices: et que par conséquent, aulieu des prix stipulés par l'Article 14, il sera bonifié par l'Office des Pays Bas à celui du Royaume Uni un shelling par once monnaie et poids Britanniques, et par l'Office du Royaume Uni à celui des Pays Bas, soixante cents par trente esterlins ou grammes, monnaie et poids des Pays Bas.

III. TRANSIT *and* COLONIAL CORRESPONDENCE.

Article 16.

III. Transit and Colonial Correspondence.

It is agreed that when the conveyance of transit or Colonial correspondence, either from the British Office to that of the Netherlands, or from the latter to that of Great Britain, gives rise to any repayment of postage between the two offices, such payment shall be made, not according to weight in bulk as stipulated in Article 14 for the international correspondence, but by the addition of the individual rates to which the different letters shall be liable according to the terms of the following Articles.

Article 17.

The Netherland Office shall continue to receive without charge to the British Office all letters which the said Office shall forward to it for other States on the Continent in transit through the Netherlands, and also those originating in the said States and intended for Great Britain that may be sent by the same route. These letters shall be forwarded by the British Office to that of the Netherlands, and by this latter Office to that of Great Britain without any charge or expense. The Netherland Office reserving to itself, however, the power to levy upon the other offices concerned, a transit rate, the amount of which shall not exceed the Netherland share of the rate for the international correspondence as fixed above, that is, twenty cents for a single letter when forwarded by the regular mail, and thirty cents when belonging to the class of letters mentioned in Article 8.

Article 18.

If hereafter the British Office shall think fit to abolish on its part, and to cause to be abolished elsewhere the compulsory payment to which the correspondence between Great Britain and the States on the Continent forwarded through the Netherlands is at present liable in either direction, the Netherland Office will, at its request, take the necessary steps to induce the other foreign offices with which it is in connexion with respect to this correspondence, to introduce a similar change on the footing of a perfect reciprocity. At all events, the Netherland Office will be ready on its part to allow the English correspondence to share in the advantages to which the Netherland correspondence with the said States shall be entitled by virtue of any arrangements with them and on the same conditions.

Article 19.

Letters originating in the United Kingdom of Great Britain and Ireland, and addressed to the Colonies of the Netherlands, or to other States beyond sea, to be forwarded in transit through the latter kingdom, shall be subject to payment of postage in advance as far as the port of the Nethealands from which such letters are to be embarked for their destination. The proportion of this postage to be paid by the British Office to that of the Netherlands shall be twenty cents for a single letter.

Article 20.

Letters originating in the Netherland Colonies or other States beyond sea brought into the ports of the Netherlands and intended for Great Britain, shall be forwarded to the British Office by that of the Netherlands, at the rate of eighty cents per single letter, namely, sixty cents for colonial postage, as established by the laws in force in the Netherlands, and twenty cents for international postage due to the Netherlands.

Article 21.

Letters originating in the Netherlands and intended for the British Colonies and Possessions where there are British Post Offices, shall be forwarded to the British Office free of all postage on account of the Netherland Office. They shall consequently be subject in the Netherlands to compulsory pre-payment, as to the Netherlands' rate only, of twenty cents per single letter. The said Colonies and Possessions are specified on the list annexed to the present Convention, Sub. No. 3.

III.—CORRESPONDANCES *en* TRANSIT *et* COLONIALES.

Article 16.

III. Correspondances en Transit et Coloniales.

Il est convenu, que lorsque la transmission des correspondances en Transit ou Coloniales soit par l'Office Britannique à celui des Pays Bas, soit par ce dernier Office à celui de la Grande Bretagne, donne lieu à quelque bonification de port entre les deux Offices, cette bonification se fera non point par poids en masse comme il est stipulé par l'Article 14 ci-dessus pour la correspondance internationale; mais par addition des ports individuels dont les différentes lettres seront passibles aux termes des Articles suivans.

Article 17.

L'Office des Pays Bas continuera à se charger, sans frais, pour l'Office Britannique de toutes les lettres que le dit Office lui transmettra pour être expédiées vers d'autres Etats du Continent en transit par les Pays Bas; ainsi que de celles originaires des dits Etats et destinées pour la Grande Bretagne qui seraient dirigées par la même voie. Ces lettres seront transmises tant de la part de l'Office Britannique à celui des Pays Bas que par ce dernier Office à celui de la Grande Bretagne, sans aucune taxe ni debours; l'Office des Pays Bas se réservant toutefois la faculté de se faire payer, par les autres offices intéressés, un droit de transit dont le montant ne pourra excéder la quotepart des Pays Bas dans le prix de la correspondance internationale établie ci-dessus; c'est à dire, vingt cents par lettre simple lorsqu'elles sont expédiées par les malles régulières, et trente cents lorsqu'elles appartiennent à la catégorie des lettres dont il est fait mention à l'Article 8.

Article 18.

Si par la suite, l'Office Britannique jugerait convenable d'abolir de son côté et de provoquer ailleurs l'abolition de l'affranchissement obligatoire, dont la correspondance entre la Grande Bretagne et les Etats du Continent, expédiée par l'intermédiaire des Pays Bas, est maintenant passible dans l'une comme dans l'autre direction, l'Office des Pays Bas fera, à sa demande, les démarches nécessaires auprès des autres Offices étrangers, avec lesquels il se trouve en rapport direct relativement à cette correspondance, pour introduire un pareil changement sur le pied d'une parfaite réciprocité. Dans tous les cas, l'Office des Pays Bas sera prêt, de son côté, à faire partager la correspondance Anglaise aux avantages dont la correspondance des Pays Bas avec les dits Etats pourrait jouir, en vertu d'arrangemens quelconques et aux mêmes conditions.

Article 19.

Les lettres nées dans le Royaume Uni de la Grande Bretagne et d'Irlande, et destinées pour les Colonies des Pays Bas, ou autres Etats d'outre mer, à expédier en transit par ce dernier royaume, seront sujettes à l'affranchissement obligatoire jusque dans le port de mer des Pays Bas, par lequel ces lettres devront partir pour leur destination. La quotepart de cet affranchissement à bonifier par l'Office Britannique à celui des Pays Bas sera de vingt cents par lettre simple.

Article 20.

Les lettres nées dans les Colonies des Pays Bas ou autres Etats d'outre mer, apportées dans les ports des Pays Bas, et destinées pour la Grande Bretagne, seront livrées à l'Office Britannique par celui des Pays Bas, au taux de quatre vingt cents par lettre simple, savoir soixante cents pour port colonial établi par la législation en vigueur dans les Pays Bas, et vingt cents pour port international revenant aux Pays Bas.

Article 21.

Les lettres originaires des Pays Bas et destinées pour les Colonies ou autres possessions Anglaises, dans lesquels l'Office Britannique entretient des Bureaux des Postes, seront livrées à ce dernier Office franches de tout port ou debours au profit de l'Office Néerlandais. Elles seront, par conséquent, assujetties dans les Pays Bas à l'affranchissement obligatoire pour la taxe Néerlandaise seulement, à raison de vingt cents par lettre simple. Ces Colonies et Possessions sont spécifiées dans l'état joint à la présente Convention sous le No. 3.

III. Transit and Colonial Correspondence.

ARTICLE 22.

With respect to letters originating in the Netherlands, whether addressed to the British Colonies and Possessions where the British Office has no post establishments, or to any other foreign Colonies or States, and intended to be forwarded in transit through England, they shall be subject in the Netherlands to compulsory pre-payment, at the rate fixed for the international correspondence, that is to say, one shilling, of which the Netherland Office shall receive its proportion, and to which is to be added the rate which British subjects themselves have to pay in advance from the port of departure for letters having the same destination. On this head the Netherland Office shall pay to that of Great Britain for each single letter the sums stated in the Schedule annexed to the present Convention, Sub. No. 4.

ARTICLE 23.

Letters originating in any Colony, English or foreign, or in any other foreign State mentioned in the two preceding Articles, and which are intended for the Kingdom of the Netherlands, shall pay the colonial or foreign rate to which such letters would be liable at the port of arrival in the United Kingdom over and above the international rate of one shilling, of which the Netherland Office shall receive its share. This latter Office shall consequently account to the British Office for all these classes of correspondence and for each single letter, at the rates stated in the Schedule annexed to the present Convention, Sub. No. 5.

ARTICLE 24.

And lastly, as regards the correspondence originating in the several States on the Continent, and intended for the different Colonies, English and foreign, or for any other foreign State, in transit through the Netherlands and Great Britain, as also reciprocally all letters originating in these different Colonies or countries beyond sea, intended for the Continent by the way of Great Britain and the Netherlands, it is stipulated—

1st. That letters from the Continent for the Colonies and countries beyond sea shall be subject to compulsory pre-payment at the same rates as the letters originating in the Netherlands and having the same destination.

2nd. That those originating in the Colonies or other States addressed to the Continent in transit through the Netherlands, shall be liable to the same postage, to the credit of Great Britain and of the Netherlands, as letters coming from the same places and intended for the Netherlands, according to Article 23, above mentioned.

The Netherland Office shall receive from the States on the Continent the postage to which the said letters are liable in either direction, and shall account to the British Office for the portion due to the latter, according to the principle established above.

ARTICLE 25.

It is understood that in applying the stipulations of the 16th and following Articles to letters, of which the weight shall exceed that of a single letter, the settlement of the account shall take place in conformity with the rates and scale of progression in use in that kingdom by which the letters are forwarded, that is to say, that for all the letters which the Netherland Office shall forward to that of Great Britain, the payment shall be made according to the scale established in the Netherlands, while all letters forwarded by the British Office to that of the Netherlands shall be charged according to the scale adopted in England.

ARTICLE 26.

The Netherland Office will continue to allow a passage through its territory for the closed bags, containing the correspondence between England and Hamburgh, whenever the direct navigation shall be interrupted in consequence of the badness of the season.

The British Office shall not pay anything to the Netherlands for such passage, except the payment at the time, or the reimbursement, as the case may be, of the extraordinary expenses which the landing or the embarking of the Hamburgh

ARTICLE 22.

Quant aux lettres nées dans les Pays Bas, et destinées soit pour les Colonies et Possessions Anglaises où l'Office Britannique n'entretient point de Bureau des Postes, soit pour tous Etats étrangers ou colonies étrangères à expédier en transit par l'Angleterre, elles seront soumises dans les Pays Bas à l'affranchissement obligatoire au taux de la correspondance internationale montant à un shelling, dont l'Office des Pays Bas aura sa quotepart, et auquel sera ajoutée la taxe que le public Anglais lui-même est tenu de payer d'avance pour les lettres ayant la même destination, à compter du port par lequel les lettres seront expédiées. Il sera payé, à ce titre, par l'Office des Pays Bas à celui de la Grande Bretagne et par lettre simple les sommes portées au tableau joint à la présente Convention sous le No. 4.

ARTICLE 23.

Les lettres originaires de toutes les Colonies, tant Anglaises qu'étrangères, ainsi que de tous autres Etats étrangers dont il est fait mention dans les deux Articles précédens, et qui sont destinées pour le royaume des Pays Bas, supporteront la taxe coloniale ou étrangère dont ces lettres seraient passibles au port d'arrivée dans le Royaume Uni, plus le port international d'un shelling dont l'Office des Pays Bas aura sa quotepart. Ce dernier Office bonifiera par conséquent à l'Office Britannique pour toutes ces diverses correspondances et par lettre simple, les sommes portées au tableau joint à la présente Convention sous le No. 5.

ARTICLE 24.

Enfin pour ce qui regarde les correspondances originaires des divers Etats du Continent et destinées pour les différentes Colonies tant Anglaises qu'étrangères, ou pour tous autres Etats étrangers en transit par les Pays Bas et la Grande Brétagne; ainsi que réciproquement les lettres originaires de ces différentes Colonies ou Etats d'outre mer à destination du Continent par l'intermédiaire de la Grande Bretagne et des Pays Bas, il est stipulé—

1°. Que les lettres du Continent pour les Colonies et Etats d'outre mer devront être affranchies forcément au même taux que les lettres originaires des Pays Bas et ayant la même destination.

2°. Que celles originaires des Colonies ou autres Etats, et destinées pour le Continent en transit des Pays Bas, seront passibles du même port au profit de la Grande Bretagne et des Pays Bas que les lettres de la même origine lors qu'elles sont destinées pour les Pays Bas, suivant l'Article 23 précité.

L'Office des Pays Bas se fera payer par les Etats du Continent les ports dont ces lettres sont passibles dans l'une comme dans l'autre direction, et il comptera avec l'Office Britannique de ce qui en revient à ce dernier, selon les principes établis ci-dessus.

ARTICLE 25.

Il est entendu que dans l'application des dispositions de l'Article 16 et suivans, aux lettres dont le poids surpassera celui d'une lettre simple, la bonification aura lieu dans les proportions voulues par le tableau de progression en usage dans celui des deux royaumes qui fera l'expédition des lettres; c'est à dire, que pour toutes les lettres que l'Office des Pays Bas transmettra à celui de la Grande Bretagne, la bonification aura lieu selon la progression suivie dans les Pays Bas; tandis que toutes les lettres transmises par l'Office Britannique à celui des Pays Bas seront taxées suivant la progression adoptée en Angleterre.

ARTICLE 26.

L'Office des Pays Bas continuera à n'opposer aucun obstacle au passage par son territoire des malles closes renfermant la correspondance entre l'Angleterre et Hambourg toutes les fois que la navigation directe se trouverait interrompue par suite de la mauvaise saison.

L'Office Britannique ne payera rien aux Pays Bas pour ce passage, sauf le payement direct de sa part, ou le remboursement, le cas échéant, des frais extraordinaires auxquels le debarquement et l'embarquement des malles de Hambourg

III. Transit and Colonial Corespondence.

mails at a port on the Coast of the Netherlands and their passage through the territory of that kingdom may occasion.

In the stipulations of the present Article are, however, not included letters with regard to which the senders residing in England or in Hamburgh, &c., shall have expressly declared a desire that they should be forwarded by the Netherlands. These letters shall be transmitted in the mails intended for the Netherlands (or *vice versâ*) on the footing laid down for the correspondence between Great Britain and the Continent in transit through the Netherlands.

ARTICLE 27.

The Netherland Office engages further to allow the transmission through its territory gratuitously of the closed mails, containing the correspondence between the British Office and the Colonies, or other possessions of the United Kingdom in the East Indies, and also the Ionian Islands and the British Offices established in the Levant, should the latter Office deem it expedient to forward or to receive those mails through the territory of the Netherlands. Nevertheless all the expenses of such transmission shall be defrayed by the British Office.

ARTICLE 28.

The British Office shall, on its part, continue to permit the gratuitous passage through its territory of the closed mails and bags coming from the Netherlands Colonies, and addressed to any Post Office in that kingdom, and also of the official packets originating in those Colonies and intended for the Netherland Government, when the said mail's despatches or packets shall have been brought by a vessel coming from a Netherland Colony and originally bound to a port of the Netherlands, but which, on account of the season or of damage, shall have been obliged to seek a temporary refuge in one of the English ports. As to private letters not enclosed in the sealed bags of the Post Offices and delivered unenclosed by the masters to a British Post Office, they shall be treated as ship letters brought into England and intended for the Netherlands. The provisions of this Article are equally applicable to the mails made up in the Netherlands and addressed to the Colonies of that kingdom, and intended to be embarked on board vessels of the Netherlands, and when such vessels have been detained by reason of the bad weather in British ports.

ARTICLE 29.

No change is made in the present Convention with respect to the orders heretofore given at the request of the English Government by that of the Netherlands for the conveyance, by the captains of vessels coming from Java and putting into a port of Great Britain, of a separate bag containing letters paid in the Netherland Colonies, addressed to persons residing in the United Kingdom.

IV.—NEWSPAPERS *and other* PRINTED WORKS.

ARTICLE 30.

IV. Newspapers and other Printed Works.

Newspapers and other printed works, in respect to which a reduction of postage is allowed in both countries, when forwarded from Great Britain to the Netherlands, or from the Netherlands to Great Britain, shall be subject only to the rates fixed by the following Article, on condition:—

1st. That they are sent in bands or covers, open at the sides, so that they may be easily examined.

2ndly. That the postage has been paid at the place of departure to the frontier of the State of destination. Those packets which are not in conformity with the two conditions above mentioned shall be liable to the rates established for ordinary correspondence.

It is fully understood that the preceding stipulation does not in any way invalidate the right of either of the said Offices to refuse the conveying or distributing of such of those newspapers with respect to which the laws and ordinances concerning their publication and circulation have not been duly complied with.

dans un port ou sur la côte des Pays Bas, ainsi que leur passage par le territoire de ce royaume, pourront donner lieu.

III. Correspondances en Transit et Coloniales.

Ne sont cependant point comprises dans les dispositions du présent Article, les lettres à l'egard desquels les envoyeurs demeurant en Angleterre ou à Hambourg, &c., auraient témoigné expressément le désir qu'elles soient dirigées par les Pays Bas. Ces lettres seront expédiées dans les malles destinées pour les Pays Bas (ou *vice versâ*), sur le pied statué pour la correspondance entre la Grande Bretagne et le Continent, en transit par les Pays Bas.

Article 27.

L'Office des Pays Bas s'engage en outre à permettre le passage gratuit par son territoire des malles closes renfermant la correspondance entre l'Office Britannique et les Colonies ou autres Possessions du Royaume Uni dans les Indes Orientales, ainsi que pour les Iles Ioniennes et les Bureaux Britanniques établis au Levant; dans le cas où ce dernier Office jugerait convenable d'emprunter le territoire des Pays Bas pour faire ou recevoir de pareilles expéditions. Toutefois les frais auxquels cette transmission donnerait lieu, seront à la charge de l'Office Britannique.

Article 28.

De son côté, l'Office Britannique continuera à permettre le passage gratuit par son territoire des malles ou dépêches closes venant des Colonies des Pays Bas et adressées à un Bureau des Postes dans ce royaume, ainsi que des paquets officiels, originaires de ces Colonies et destinées pour le Gouvernement des Pays Bas; lorsque les malles, dépêches ou paquets auraient été apportés par un navire venant d'une Colonie Néerlandaise et originairement destiné pour un port des Pays Bas, mais qui, à cause de la mauvaise saison ou pour avarie, aurait été obligé de chercher un refuge temporaire dans un des ports de l'Angleterre. Quant aux lettres particulières non renfermées dans les dépêches closes des Bureaux de Poste, et remises à découvert par les capitaines à un Bureau des Postes Britanniques, elles seront traitées sur le pied des *ship letters* apportées en Angleterre et destinées pour les Pays Bas. Les dispositions de cet Article sont également applicables à l'envoi des malles originaires des Pays Bas et destinées pour les Colonies de ce royaume, et qui doivent être expédiées par des navires des Pays Bas qui seraient retenus par le mauvais tems dans les ports Britanniques.

Article 29.

Il n'est rien changé, par la présente Convention, relativement aux ordres donnés précédemment, à la demande du Gouvernement Anglais par celui des Pays Bas pour la remise, par les capitaines des navires venant de Java qui relâchent dans un port de la Grande Bretagne, d'une dépêche séparée renfermant les lettres affranchies dans la Colonie Néerlandaise pour des personnes demeurant dans le Royaume Uni.

IV. JOURNAUX *et autres* IMPRIMES.

Article 30.

IV. Journaux et autres Imprimés.

Les journaux et autres imprimés auxquels une modération de port est accordée dans les deux pays, lorsqu'ils sont envoyés de la Grande Bretagne pour les Pays Bas, ou des Pays Bas pour la Grande Bretagne, ne subiront que les taxes établies par l'Article suivant, à condition:—

1°. Qu'ils soient expédiés sous bands, ou dans des enveloppes ouvertes sur les côtés, de manière à pouvoir être facilement vérifiés.

2°. Qu'ils ayent été affranchis au départ jusqu'à la frontière de l'Etat de destination. Les envois qui ne réunissent point ces deux conditions seront passibles du port du la correspondance ordinaire.

Il est bien entendu que la stipulation qui précède n'infirme en aucune manière le droit que peut avoir l'un ou l'autre des deux Offices de ne pas effectuer sur non propre territoire le transport ou la distribution de ceux de ces journaux à l'égard desquels il n'aurait pas été satisfait aux lois et ordonnances qui règlent les conditions de leur publication et de leur circulation.

IV. Newspapers and other Printed Works.

ARTICLE 31.

The reduced postage for newspapers, properly so called, in the United Kingdom, shall be one penny for each newspaper, to be placed to the credit of the British Office; and in the kingdom of the Netherlands five cents, to be placed to the credit of the Netherland Office for each paper, or for each printed sheet, if the paper contains more than one sheet. Consequently, there shall be paid in Great Britain one penny, as prepayment for each newspaper intended for the Netherlands, and the like rate of a penny for each paper coming from the Netherlands and intended for Great Britain. In the Netherlands five cents, as prepayment for each paper, or for each sheet of every paper intended for England, and the same rate for each paper, or each sheet, coming from England, and intended for the Netherlands.

Each Office shall retain on its own account the postages it shall have charged, so that for this portion of the mails no accounts shall be required between the two Offices.

ARTICLE 32.

With respect to periodical works published in either kingdom, and not belonging properly to the class of newspapers, the postage shall be charged at the following rates:—In the Netherlands five cents per printed sheet, as fixed by the preceding Article with regard to newspapers. In Great Britain—

1st. For works not exceeding two ounces in weight one penny.

2ndly. For works exceeding two ounces and not above three, sixpence.

3rdly. For works weighing above three ounces, and not exceeding four ounces, eight pence.

4thly. For every ounce above four up to sixteen ounces (the limit imposed for the transmission of such articles by the British Office) two-pence additional, every fraction of an ounce being reckoned as a full ounce. Each Office shall retain on its own account the postage it shall have charged, as is stipulated in respect of newspapers in the last paragraph of the preceding Article.

It must be understood that all the provisions of Article 30 are also applicable to the class of printed works mentioned in the present Article.

ARTICLE 33.

The stipulations in the three preceding Articles shall also be applicable to newspapers forwarded in transit through either country, and intended for the other, or for any other States or Colonies on the following conditions:—

1st. That the Netherland Office shall forward to the British Office the packets of this description intended for the United Kingdom free of postage, being allowed, however, to claim the cost of transit from the other Offices concerned at the rate of five cents per paper or per printed sheet.

2ndly. That when these newspapers, from wherever received, are intended for other States or Colonies in transit through Great Britain, the Netherland Office shall pay to the British Office a transit rate of one penny per paper, to be reimbursed at the same rate by the Foreign Offices, if required.

3rdly. That packets of this description originating in the United Kingdom, and intended for other countries or colonies in transit through the Netherlands, shall be forwarded to the latter Office free of postage, to be there charged as stipulated by Article 31 above.

4thly. That packets of this description, when originating in the Colonies or in other countries beyond sea, and intended either for the Netherlands or for other States in transit through the latter kingdom, shall be charged in the two countries only with the postage fixed for international packets of the like sort by Articles 31 and 32.

ARTICLE 31.

Le port modéré pour les journaux proprement dits sera dans le Royaume Uni d'un denier par journal au profit de l'Office Britannique, et dans le royaume des Pays Bas de cinq cents au profit de l'Office des Pays Bas, par numéro de journal, ou par feuille d'impression si le numéro contient plus d'une feuille.

Par conséquent il sera payé dans la Grande Bretagne un denier, à titre d'affranchissement pour chaque numéro destiné pour les Pays Bas, et le même port d'un denier pour chaque numéro venant des Pays Bas, et destiné pour la Grande Bretagne. Dans les Pays Bas, cinq cents, à titre d'affranchissement par numéro, ou par feuille de tout envoi, destiné pour l'Angleterre, et même port pour chaque numéro, ou chaque feuille, venant d'Angleterre, et destiné pour les Pays Bas.

Chaque Office retiendra à son profit les ports qu'il aura perçus, de manière que cet objet ne donnera lieu à aucun décompte entre les deux Offices.

ARTICLE 32.

Quant aux ouvrages périodiques paraissant dans un des deux royaumes, et n'appartenant point à la catégorie des journaux proprement dits, le port en sera perçu dans les proportions suivantes :—Dans les Pays Bas, à raison de cinq cents par feuille d'impression, ainsi qu'il a été statué par l'Article précédent à l'égard des journaux.

Dans la Grande Bretagne—

1°. Pour tout ouvrage dont le poids n'excédera pas deux onces, un denier.

2°. Pour tout ouvrage pesant au-dessus de deux onces, et n'excédant pas trois onces, six deniers.

3°. Pour tout ouvrage pesant au-dessus de trois onces, et n'excédant pas quatre onces, huit deniers.

4°. Pour chaque once au-dessus de quatre et jusqu'à seize onces (limite de l'admission de ces objets par l'Office Britannique), deux deniers en sus, en observant que toute fraction de l'once sera comptée comme une once pour le port à percevoir.

De même chaque Office retiendra, à son profit, les ports qu'il aura perçus ainsi qu'il a été statué à l'égard des journaux par le dernier paragraphe de l'Article précédent. Il est entendu que toutes les dispositions de l'Article 30 s'appliqueront également aux envois dont il est question dans le présent Article.

ARTICLE 33.

Les dispositions des trois Articles précédens seront également applicables aux journaux expédiés en transit par un des deux pays et destinés soit pour l'autre pays, soit pour d'autres Etats ou Colonies, aux conditions suivantes :—

1°. Que l'Office des Pays Bas livrera à l'Office Britannique tous les envois de cette nature qui sont destinés pour le Royaume Uni, francs de port, sauf à se faire payer le transit par les autres Offices intéressés, à raison de cinq cents par numéro ou par feuille d'impression.

2°. Que lorsque ces envois d'une origine quelconque sont destinés pour d'autres Etats ou Colonies en transit par la Grande Bretagne, l'Office des Pays Bas payera à l'Office Britannique un transit d'un denier par numéro, sauf à se faire rembourser de même par les Offices étrangers, s'il y a lieu.

3°. Que les objets de la même nature originaires du Royaume Uni, et destinés pour d'autres pays ou Colonies en transit par les Pays Bas, seront livrés à ce dernier Office francs de port, pour être taxés par lui sur le pied établi par l'Article 31 ci-dessus.

4°. Qu'enfin les mêmes objets, lorsqu'ils sont originaires des Colonies ou d'autres pays d'outre mer, et destinés soit pour les Pays Bas, soit pour d'autres Etats en transit de ce dernier royaume, ne seront taxés, dans les deux pays, que du port établi pour les envois internationaux de la même espèce par les Articles 31 et 32 ci-dessus.

V. VARIOUS REGULATIONS.

Article 34.

V. Various Regulations.

Accounts showing the results of the mutual transmission of this correspondence shall be made out at the end of every quarter, and, having been examined, compared, and settled by the two Offices, shall be paid without delay by that Office which shall be found to be indebted to the other.

Article 35.

It is agreed that, with reference to the execution of the present Convention, each ounce British weight shall be equal to thirty esterlins or grammes Netherland weight, each pound sterling British money to twelve florins Netherland money, each shilling to sixty cents, and each penny to five cents, and *vice versâ*.

Article 36.

Dead letters and newspapers which cannot be delivered, from whatever cause, shall be mutually returned monthly for the same weight and amount of postage which was originally charged by the sending office. With respect to letters misdirected or missent, they shall be reciprocally returned without delay on the footing as stated above. Lastly, letters addressed to persons who have changed their residence, whatever be the origin of such letters, shall, in like manner, be returned, charged with the rate that should have been paid by the parties to whom they are addressed.

Article 37.

The present Convention is concluded for an indefinite period, to commence from the 1st January, 1844. It cannot be annulled by either of the two Offices, except after notice given to the other Office at least six months previously.

Article 38.

Former stipulations are maintained in all cases where they are not contrary to the provisions of the present Convention.

Article 39.

The present Convention shall be ratified, and the ratifications exchanged at London within one month, or sooner if possible.

In witness whereof the respective parties have signed the present Convention.

Done in duplicate at the General Post Office, London, the fourteenth day of October, One thousand eight hundred and forty-three.

(L.S.)	(Signed)	W. L. MABERLY.
(L.S.)	(Signed)	J. POLS.

V. DISPOSITIONS DIVERSES.

Article 34.

Les comptes présentant le résultat de la transmission réciproque seront dressés à la fin de chaque trimestre ; et après avoir été débattus et arrêtés contradictoirement par les deux Offices, ils seront soldés sans délai par l'Office qui sera reconnu débiteur envers l'autre.

Article 35.

Il est convenu que pour tout ce qui se rapporte à l'exécution de la présente Convention, chaque once poids Britannique sera assimilée à trente esterlins ou grammes poids des Pays Bas ; chaque livre sterling monnaie Britannique, à douze florins monnaie des Pays Bas ; chaque shelling à soixante cents, et chaque denier à cinq cents et réciproquement.

Article 36.

Les lettres et journaux tombés en rebut, pour quelle cause que ce soit, seront renvoyés de part et d'autre, et de mois en mois, pour les poids et les prix auquels ils auront été originairement expédiés par l'office envoyeur. Quant aux lettres mal adressées ou mal dirigées, elles seront renvoyées, réciproquement, sans délai sur le pied indiqué ci-dessus. Enfin les lettres adressées à des personnes qui ont changé de résidence, quelle que soit l'origine de ces lettres, seront renvoyées de même chargées du port qui aurait dû être payé par les destinataires.

Article 37.

La présente Convention est conclue pour un tems indéterminé à commencer du 1er Janvier, 1844. Elle ne pourra être annulée par l'un ou l'autre des deux Offices qu'après notification faite à l'autre Office au moins six mois d'avance.

Article 38.

Sont maintenues les stipulations antérieures qui ne seraient pas contraires aux stipulations de la présente Convention.

Article 39.

La présente Convention sera ratifiée et les ratifications en seront échangées à Londres dans le délai d'un mois, ou plutôt si faire se peut.

En foi de quoi les parties respectives ont signé la présente Convention.

Fait au Bureau Général des Postes à Londres, en double original, le quatorzième jour du mois d'Octobre, l'an de Grace mil huit cent quarante-trois.

(L.S.) (Signé) W. L. MABERLY.
(L.S.) (Signé) J. POLS.

No. 1.

LETTER BILL,

For the Correspondence between Great Britain and the Netherlands.

London, , 184 .

You will find herewith the following Articles, the receipt of which you are requested to acknowledge, viz.—

	Number of Letters, &c.	Statement by the British Office.	Verification by the Dutch Office.
		Weight.	Weight.
§ I. Unpaid Letters, &c., to be placed to the Credit of the British Office.		Ounces.	Ounces.
1. Unpaid Letters from Great Britain for the Netherlands by the regular mail, at the rate of 1*s.* 4*d.* per oz.			
2. Unpaid Letters from Great Britain for the Netherlands by private ship, at the rate of 1*s.* per oz.			
3. Missent and returned Letters received from the Netherlands by the regular mail, at the rate of 40 cents per 30 grammes . .			
4. Missent and returned Letters received from the Netherlands by private ship, at the rate of 60 cents per 30 grammes . . .			
		Amount.	Amount.
		£. s. d.	£. s. d.
5. Unpaid Letters from British Colonies, and from other countries, in transit through Great Britain for the Netherlands, and for other countries in transit through the Netherlands. . . .			
6. Newspapers from British Colonies, and from other countries, in transit through Great Britain for the Netherlands, and for other countries, in transit through the Netherlands, at 1*d.* each			
		Florins. Cents.	Florins. Cents.
7. Missent and returned Letters from the Colonies, and from countries beyond sea received from the Netherlands, and other re-directed Letters			
		Weight.	Weight.
		Ounces.	Ounces.
§ II. Paid Letters to be placed to the Credit of the Dutch Office.			
8. Paid Letters from Great Britain, &c., for the Netherlands by the regular mail, at the rate of 40 cents per 30 grammes . .			
9. Paid Letters from Great Britain, &c., for the Netherlands by private ship, at the rate of 60 cents per 30 grammes . . .			
		Amount.	Amount.
		Florins. Cents.	Florins. Cents.
10. Letters from Great Britain for Dutch Colonies, and for other countries beyond sea, paid to the port of departure from the Netherlands			

No. 1.

FEUILLE D'AVIS,

Pour la Correspondance entre la Grande Bretagne et les Pays Bas.

Londres, , 184 .

Vous trouverez ci-joints les Articles suivans, dont vous êtes prié d'accuser la réception, savoir :—

	Nombre des Lettres, etc.	Compte de la Grande Bretagne.	Vérification des Pays Bas.
		Poids.	Poids.
§ I. Lettres non Affranchies, etc., dont le montant doit être porté au Crédit de l'Office Britannique.		Onces.	Onces.
1. Lettres non affranchies de la Grande Bretagne pour les Pays Bas expédiées par la malle ordinaire, au prix de 1*s.* 4*d.* par once			
2. Lettres non affranchies de la Grande Bretagne pour les Pays Bas expédiées par des occasions particulières, au prix de 1*s.* par once			
3. Lettres mal dirigées et déboursées originaires des Pays Bas et reçues par la malle ordinaire, aux prix de 40 cents. par 30 grammes			
4. Lettres mal dirigées et déboursées originaires des Pays Bas et reçues par des occasions particulières, au prix de 60 cents. par 30 grammes			
		Montant.	Montant.
		£. *s.* *d.*	£. *s.* *d.*
5. Lettres non affranchies originaires des Colonies Britanniques, ou d'autres pays en transit par la Grande Bretagne, et destinées pour les Pays Bas ou pour d'autres pays en transit par les Pays Bas			
6. Journaux originaires des Colonies Britanniques ou d'autres pays en transit par la Grande Bretagne, et destinées pour les Pays Bas ou pour d'autres pays en transit par les Pays Bas au prix de 1*d.* par pièce			
		Florins. Cents.	Florins. Cents.
7. Lettres mal dirigées et déboursées, originaires des Colonies et d'autres pays d'outre mer, en transit par les Pays Bas et autres déboursées à envoyer au Pays Bas			
		Poids.	Poids.
		Onces.	Onces.
§ II. Lettres Affranchies, dont le montant doit être porté au Crédit de l'Office des Pays Bas.			
8. Lettres affranchies de la Grande Bretagne, etc., pour les Pays Bas expédiées par la malle ordinaire, au prix de 40 cents par 30 grammes			
9. Lettres affranchies de la Grande Bretagne, etc., pour les Pays Bas expédiées par des occasions particulières, au prix de 60 cents par 30 grammes			
		Montant.	Montant.
		Florins. Cents.	Florins. Cents.
10. Lettres de la Grande Bretagne pour les Colonies des Pays Bas, et autres pays d'outre mer, affranchies jusqu'au port des Pays Bas par lequel les lettres sont expédiées			

	Number.
§ III. Letters, Newspapers, &c., forming no Charge between the two Offices.	
11. Letters from Great Britain, &c., for the States of the Continent in transit through the Netherlands, paid to the frontier of Great Britain.	
12. Newspapers, &c., from Great Britain, &c., for the Netherlands, and for other States, in transit through the Netherlands, paid to the frontier of Great Britain	

Registered Letters affixed to the present Bill, and included in the foregoing Articles.

Number.	Whence sent.	To whom addressed.	Destination.	Weight in Ounces.

	Nombre.
§ III. Lettres, Journaux, etc., dont il n'est point tenu Compte entre les deux Offices.	
11. Lettres de la Grande Bretagne, etc., pour les Etats du Continent en transit par les Pays Bas et affranchies jusqu'á la frontière de la Grande Bretagne	
12. Journaux, etc., de la Grande Bretagne, etc., pour les Pays Bas, et pour d'autres Etats, en transit par les Pays Bas, affranchies jusqu'à la frontière de la Grande Bretagne . . .	

Lettres Chargées annexées à la présente, et dont le montant est compris dans les articles ci-dessus.

Numéro.	Origine des Lettres.	Noms des Destinataires.	Lieu de Destination.	Poids en Onces.

ACKNOWLEDGMENT OF RECEIPT,

For the Correspondence between the Netherlands and Great Britain.

London, 184 .

The Mail from Rotterdam, of the has been received, containing the following Articles, viz.:—

	Number of Letters, &c.	Statement by the Dutch Office.	Verification by the British Office.
		Weight.	Weight.
§ I. Unpaid Letters, to be placed to the Credit of the Dutch Office.		Grammes.	Grammes.
1. Unpaid Letters from the Netherlands for Great Britain by the regular mail, at the rate of 40 cents per 30 grammes . .			
2. Unpaid Letters from the Netherlands for Great Britain by private ship, at the rate of 60 cents per 30 grammes. . .			
3. Missent and returned Letters received from Great Britain by the regular mail, at the rate of 1*s.* 4*d.* per oz.			
4. Missent and returned Letters received from Great Britain by private ship, at the rate of 1*s.* per oz.			
		Amount.	Amount.
		Florins. Cents.	Florins. Cents.
5. Letters from the Dutch Colonies and from other Countries beyond Sea, in transit through the Netherlands for Great Britain, and for other Countries, in transit through Great Britain			
		£. *s.* *d.*	£. *s.* *d.*
6. Missent and returned Letters originating in the British Colonies or Foreign Countries, received from Great Britain, and other re-directed Letters			
		Weight.	Weight.
§ II. Paid Letters, &c., to be placed to the Credit of the British Office.		Grammes.	Grammes.
7. Paid Letters from the Netherlands for Great Britain by the regular mail, at the rate of 1*s.* 4*d.* per oz.			
8. Paid Letters from the Netherlands for Great Britain by private ship, at the rate of 1*s.* per oz.			
		Amount.	Amount.
		£. *s.* *d.*	£. *s.* *d.*
9. Paid Letters from the Netherlands and from other States of the Continent for British Colonies and for other Countries, in transit through Great Britain			
10. Newspapers, &c., originating as above, aad having the same destination, at 1*d.* each			

ACCUSÉ DE RÉCEPTION,

Pour la Correspondance entre les Pays Bas et la Grande Bretagne.

Londres, 184 .

La Dépêche de Rotterdam du a été reçue, contenant les Articles suivans, savoir :—

	Nombre des Lettres.	Compte des Pays Bas.			Vérification en Angleterre.		
		Poids.			Poids.		
§ I. Lettres non Affranchies dont le montant doit être porté au Crédit de l'Office des Pays Bas.		Grammes.			Grammes.		
1. Lettres non affranchies des Pays Bas pour la Grande Bretagne expédiées par la malle ordinaire, au prix de 40 cents par 30 grammes							
2. Lettres non affranchies des Pays Bas pour la Grande Bretagne expédiées par des occasions particulières, au prix de 60 cents par 30 grammes							
3. Lettres mal dirigées et déboursées originaires de la Grande Bretagne et reçues par la malle ordinaire, au prix de 1*s.* 4*d.* par once							
4. Lettres mal dirigées et déboursées originaires de la Grande Bretagne et reçues par des occasions particulières, au prix de 1*s.* par once							
		Montant.			Montant.		
		Florins.	Cents.		Florins.	Cents.	
5. Lettres des Colonies des Pays Bas et autres pays d'outre mer en transit par les Pays Bas pour la Grande Bretagne, et pour d'autres pays en transit par la Grande Bretagne							
		£.	*s.*	*d.*	£.	*s.*	*d.*
6. Lettres mal dirigées et déboursées originaires des Colonies Britanniques, ou d'autres pays en transit par la Grande Bretagne, et autres déboursées à envoyer à l'Office Britannique . .							
		Poids.			Poids.		
§ II. Lettres Affranchies, etc., dont le montant doit être porté au Crédit de l'Office Britannique.		Grammes.			Grammes.		
7. Lettres affranchies des Pays Bas pour la Grande Bretagne expédiées par la malle ordinaire, au prix de 1*s.* 4*d.* par once .							
8. Lettres affranchies des Pays Bas pour la Grande Bretagne et expédiées par des occasions particulières, au prix de 1*s.* par once							
		Montant.			Montant.		
		£.	*s.*	*d.*	£.	*s.*	*d.*
9. Lettres affranchies des Pays Bas et d'autres Etats du Continent pour les Colonies Britanniques et autres pays, en transit par la Grande Bretagne							
10. Journaux, etc., originaires comme ci-dessus, et ayant la même destination, au prix de 1*d.* par pièce							

	Number.
§ III. Letters, Newspapers, &c., forming no Charge between the two Offices.	
11. Letters from various States of the Continent for Great Britain, in transit through the Netherlands, paid to the frontier of Great Britain	
12. Letters from the Netherlands for British Colonies in which Great Britain maintains Post Offices, paid to the frontier of Great Britain	
13. Newspapers, &c., from the Netherlands and from other States of the Continent for Great Britain, paid to the frontier of Great Britain	

Registered Letters affixed to the Bill, and included in the foregoing Articles.

Number.	Whence sent.	To whom addressed.	Destination.	Weight in Grammes.

	Nombre.
§ III. Lettres, Journaux, etc., dont il n'est point tenu Compte entre les deux Offices.	
11. Lettres des divers Etats du Continent pour la Grande Bretagne, en transit par les Pays Bas, et affranchies jusqu'à la frontière Britannique	
12. Lettres des Pays Bas pour les Colonies Britanniques où l'Office Britannique entretient des Bureaux de Poste affranchies jusqu'à la frontière Britannique	
13. Journaux, etc., originaires des Pays Bas et d'autres Etats du Continent pour la Grande Bretagne, affranchies jusqu'à la frontière Britannique	

Lettres Chargées annexées à la Feuille, et dont le montant est compris dans les Articles ci-dessus.

Numéro.	Origine des Lettres.	Noms des Destinataires.	Lieu de Destination.	Poids en Grammes.

No. 2.

LETTER BILL,

For the Correspondence between the Netherlands and Great Britain.

Rotterdam, , 184

You will find herewith the following Articles, the receipt of which you are requested to acknowledge, viz.—

	Number of Letters.	Statement by the Dutch Office.			Verification by the British Office.		
		Weight.			Weight.		
§ I. Unpaid Letters, to be placed to the credit of the Dutch Office.		Grammes.			Grammes.		
1. Unpaid Letters from the Netherlands for Great Britain by the regular mail, at the rate of 40 cents per 30 grammes . .							
2. Unpaid Letters from the Netherlands for Great Britain by private ship, at the rate of 60 cents per 30 grammes . . .							
3. Missent and returned Letters received from Great Britain by the regular mail, at the rate of 1*s.* 4*d.* per ounce . . .							
4. Missent and returned Letters received from Great Britain by private ship, at the rate of 1*s.* per ounce							
		Amount.			Amount.		
		Florins.	Cents.		Florins.	Cents.	
5. Letters from the Dutch Colonies and from other countries beyond sea, in transit through the Netherlands for Great Britain and for other countries in transit through Great Britain							
		£.	*s.*	*d.*	£.	*s.*	*d.*
6. Missent and returned Letters originating in the British Colonies or foreign countries received from Great Britain, and other re-directed Letters							
		Weight.			Weight.		
		Grammes.			Grammes.		
§ II. Paid Letters, &c., to be placed to the Credit of the British Office.							
7. Paid Letters from the Netherlands for Great Britain by the regular mail, at the rate of 1*s.* 4*d.* per ounce							
8. Paid Letters from the Netherlands for Great Britain by private ship, at the rate of 1*s.* per ounce							
		Amount.			Amount.		
		£.	*s.*	*d.*	£.	*s.*	*d*
9. Paid Letters from the Netherlands and from other States of the Continent for British Colonies and for other countries in transit through Great Britain							
10. Newspapers, &c. originating as above, and having the same destination, at 1*d.* each							

No. 2.

FEUILLE D'AVIS,

Pour la Correspondance entre les Pays Bas et la Grande Bretagne.

Rotterdam, 184

Vous trouverez ci-joints les Articles suivans, dont vous êtes prié d'accuser la réception, savoir :—

	Nombres des Lettres.	Compte des Pays Bas.	Vérification en Angleterre.
		Poids.	Poids.
§ I. Lettres non Affranchies dont le montant doit être porté au Crédit de l'Office des Pays Bas.		Grammes.	Grammes.
1. Lettres non affranchies des Pays Bas pour la Grande Bretagne expédiées par la malle ordinaire, au prix de 40 cents par 30 grammes			
2. Lettres non affranchies des Pays Bas pour la Grande Bretagne expédiées par des occasions particulières, au prix de 60 cents par 30 grammes			
3. Lettres mal dirigées et déboursées, originaires de la Grande Bretagne et reçues par la malle ordinaire, au prix de 1*s.* 4*d.* par once.			
4. Lettres mal dirigées et déboursées, originaires de la Grande Bretagne et reçues par des occasions particulières, au prix de 1*s.* par once			
		Montant.	Montant.
5. Lettres des Colonies des Pays Bas et autres pays d'outre mer, en transit par les Pays Bas pour la Grande Bretagne et pour d'autres pays en transit par la Grande Bretagne		Florins. Cents.	Florins. Cents.
6. Lettres mal dirigées et déboursées, originaires des Colonies Britanniques ou d'autres pays en transit par la Grande Bretagne et autres déboursées à envoyer à l'Office Britannique . . .		£. *s.* *d.*	£. *s.* *d.*
		Poids.	Poids.
§ II. Lettres Affranchies, etc., dont le montant doit être porté au Crédit de l'Office Britannique.		Grammes.	Grammes.
7. Lettres affranchies des Pays Bas pour la Grande Bretagne expédiées par la malle ordinaire, au prix de 1*s.* 4*d.* par once .			
8. Lettres affranchies das Pays Bas pour la Grande Bretagne expédiées par des occasions particulières, au prix de 1*s.* par once			
		Montant.	Montant.
9. Lettres affranchies des Pays Bas et d'autres Etats du Continent pour les Colonies Britanniques et autres pays en transit par la Grande Bretagne.		£. *s.* *d.*	£. *s.* *d.*
10. Journaux, etc., originaires comme ci-dessus, et ayant la même destination, au prix de 1*d.* par pièce			

§ III. Letters, Newspapers, &c., forming no Charge between the two Offices.	Number.
11. Letters from various States of the Continent for Great Britain in transit through the Netherlands, paid to the frontier of Great Britain	
12. Letters from the Netherlands for British Colonies in which Great Britain maintains Post Offices, paid to the frontier of Great Britain	
13. Newspapers, &c., from the Netherlands and from other States of the Continent for Great Britain, paid to the frontier of Great Britain	

Registered Letters affixed to the present Bill, and included in the foregoing Articles.

Number.	Whence sent.	To whom addressed.	Destination.	Weight in Grammes.

	Nombre.
§ III. Lettres, Journaux, etc., dont il n'est point tenu Compte entre les deux Offices.	
11. Lettres des divers Etats du Continent pour la Grande Bretagne en transit par les Pays Bas, et affranchies jusqu'à la frontière Britannique	
12. Lettres des Pays Bas pour les Colonies Britanniques où l'Office Britannique entretient des Bureaux de Poste, affranchies jusqu'à la frontière Britannique	
13. Journaux, etc., originaires des Pays Bas et d'autres Etats du Continent pour la Grande Bretagne, affranchies jusqu'à la frontière Britannique	

Lettres Chargées annexées à la présente, et dont le montant est compris dans les Articles ci-dessus.

Numéro.	Origine des Lettres.	Noms des Destinataires.	Lieu de Destination.	Poids en Grammes.

ACKNOWLEDGMENT OF RECEIPT,

For the Correspondence between Great Britain and the Netherlands.

Rotterdam, , 184 .

The Mail from London of the has been received, containing the following Articles, viz.—

	Number of Letters, &c.	Statement by the British Office.	Verification by the Dutch Office.
		Weight.	Weight.
§ I. Unpaid Letters, &c., to be placed to the Credit of the British Office.		Ounces.	Ounces.
1. Unpaid Letters from Great Britain for the Netherlands by the regular mail, at the rate of 1*s.* 4*d.* per oz.			
2. Unpaid Letters from Great Britain for the Netherlands by private ship, at the rate of 1*s.* per oz.			
3. Missent and returned Letters received from the Netherlands by the regular mail, at the rate of 40 cents per 30 grammes .			
4. Missent and returned Letters received from the Netherlands by private ship, at the rate of 60 cents per 30 grammes . . .			
		Amount.	Amount.
		£. s. d.	£. s. d.
5. Unpaid Letters from British Colonies and from other countries in transit through Great Britain for the Netherlands, and for other countries in transit through the Netherlands . . .			
6. Newspapers from British Colonies and from other countries in transit through Great Britain for the Netherlands, and for other countries in transit through the Netherlands, at 1*d.* each			
		Florins. Cents.	Florins. Cents.
7. Missent and returned Letters from the Colonies and from other countries beyond sea, received from the Netherlands, and other re-directed Letters, ...			
		Weight.	Weight.
§ II. Paid Letters, to be placed to the Credit of the Dutch Office.		Ounces.	Ounces.
8. Paid Letters from Great Britain, &c., for the Netherlands by the regular mail, at the rate of 40 cents per 30 grammes. .			
9. Paid Letters from Great Britain, &c., for the Netherlands by private ship, at the rate of 60 cents per 30 grammes. . .			
		Amount.	Amount.
		Florins. Cents.	Florins. Cents.
10. Letters from Great Britain for Dutch Colonies and for other countries beyond sea, paid to the port of departure from the Netherlands			

ACCUSÉ DE RÉCEPTION,

Pour la Correspondance entre la Grande Bretagne et les Pays Bas.

Rotterdam, , 184 .

La Dépêche de Londres du a été reçue, contenant les Articles suivans, savoir :—

	Nombre des Lettres.	Compte de la Grande Bretagne.	Vérification des Pays Bas.
		Poids.	Poids.
§ I. Lettres non Affranchies, etc., dont le montant doit être porté au Crédit de l'Office Britannique.		Onces.	Onces.
1. Lettres non affranchies de la Grande Bretagne pour les Pays Bas expédiées par la malle ordinaire, au prix de 1*s*.4*d*. par once			
2. Lettres non affranchies de la Grande Bretagne pour les Pays Bas expédiées par des occasions particulières, aux prix de 1*s*. par once			
3. Lettres mal dirigées et déboursées, originaires des Pays Pays et reçues par la malle ordinaire, au prix de 40 cents. par 30 grammes			
4. Lettres mal dirigées et déboursées, originaires des Pays Bas, et reçues par des occasions particulières, au prix de 60 cents par 30 grammes			
		Montant.	Montant.
		£. *s*. *d*.	£. *s*.
5. Lettres non affranchies, originaires des Colonies Britanniques ou d'autres pays en transit par la Grande Bretagne et destinées pour les Pays Bas, ou pour d'autres pays en transit par les Pays Bas			
6. Journaux originaires des Colonies Britanniques ou d'autres pays en transit par le Grande Bretagne et destinées pour les Pays Bas, ou pour d'autres pays en transit par les Pays Bas, au prix de 1*d*. par pièce			
		Florins. Cents.	Florins. Cents.
7. Lettres mal dirigées et déboursées, originaires des Colonies ou d'autres pays d'outre mer, en transit par les Pays Bas, et autres déboursées à envoyer aux Pays Bas			
		Poids.	Poids.
§ II. Lettres Affranchies dont le montant doit être porté au Crédit de l'Office des Pays Bas.		Onces.	Onces.
8. Lettres affranchies de la Grande Bretagne, etc., pour les Pays Bas, expédiées par la malle ordinaire, au prix de 40 cents par 30 grammes			
9. Lettres affranchies de la Grande Bretagne, etc., pour les Pays Bas, expédiées par des occasions particulières, au prix de 60 cents par 30 grammes.			
		Montant.	Montant.
		Florins. Cents.	Florins. Cents.
10. Lettres de la Grande Bretagne pour les Colonies des Pays Bas, et autres pays d'outre mer, affranchies jusqu'au port des Pays Bas par lequel les lettres sont expédiées			

	Number.
§ III. Letters, Newspapers, &c., forming no charge between the two Offices.	
11. Letters from Great Britain, &c., for the States of the Continent, in transit through the Netherlands, paid to the frontier of Great Britain	
12. Newspapers, &c., from Great Britain, &c., for the Netherlands, and for other States in transit through the Netherlands, paid to the frontier of Great Britain	

Registered Letters affixed to the Bill, and included in the foregoing Articles.

Number.	Whence sent.	To whom addressed.	Destination.	Weight in Ounces.

	Nombre.
§ III. Lettres, Journaux, etc., dont il n'est point tenu Compte entre les deux Offices.	
11. Lettres de la Grande Bretagne, etc., pour les Etats du Continent en transit par les Pays Bas, et affranchies jusqu'à la frontière de la Grande Bretagne	
12. Journaux, etc., de la Grande Bretagne, etc., pour les Pays Bas et pour d'autres Etats en transit par les Pays Bas affranchies jusqu'à la frontière de la Grande Bretagne . . .	

Lettres Chargées annexées à la Feuille, et dont le montant est compris dans les Articles ci-dessus.

Numéro.	Origine des Lettres.	Noms des Destinataires.	Lieu de Destination.	Poids en Onces.

No. 3.

LIST of British Colonies and Possessions in which the Office of Great Britain maintains Post Offices, and for which the Correspondence originating in the Netherlands must be paid to the Frontier of Great Britain.

Names of the Colonies and Possessions.	Ports from whence the Packets are despatched.	Days on which the Mails are made up in London.	Observations.
West Indies.			
Antigua	Southampton	2nd and 17th of each month (1)	(1) When the 2nd or 17th falls on a Sunday, the mail is made up on the following day. This remark applies to all the mails forwarded by regular packet-boats, with this exception, that when the 1st day of the month falls on a Sunday, the Mediterranean mail is despatched from London on the day preceding. As the mails are forwarded from London to Southampton in the morning, letters for these places should be received in London the day preceding.
Barbadoes			
Berbice			
Demerara			
Dominica			
Essequibo			
Grenada			
Jamaica			
Montserrat			
Nevis			
St. Lucia			
St. Kitts			
St. Vincent			
Tobago			
Tortola			
Trinidad			
Bahamas	Southampton	2nd of each month	
North America.			
Bermuda	Liverpool	3rd and 18th of each month (2)	(2) Except during the months of December, January, February, and March, when the mail is despatched only on the 3rd of each month.
Canada			
New Brunswick			
Nova Scotia			
Prince Edward's Island			
Newfoundland			
Mediterranean.			
Gibraltar	Southampton	Every Thursday	(3) That is, the 1st day of each month and the Thursday nearest to the 15th of each month, either before or after the 15th.
Malta		Every 15 days (3)	

No. 3.

LISTE des Colonies et Possessions Britanniques dans lesquelles l'Office Britannique entretient des Bureaux des Postes, et pour lesquelles la Correspondance originaire des Pays Bas doit être affranchie jusqu'à la Frontière de la Grande Bretagne.

Noms des Colonies et Possessions.	Ports par lesquels les Lettres sont expédiées.	Jours auxquels les Malles sont closes à Londres.	Observations.
Indes Occidentales.			
Antigua	Southampton . .	2 et 17 de chaque mois (1)	(1) Lorsque le 2 ou 17 tombe au Dimanche, la malle est close le jour suivant. Cette remarque s'applique à toutes les expéditions des paquebots réguliers, avec cette exception, que lorsque le premier jour du mois tombe au Dimanche, la malle de la Méditerranée est expédiée de Londres le jour qui précède ce même Dimanche. Comme les malles sont expédiées de Londres pour Southampton dans la matinée, les lettres pour ces destinations devront être reçues à Londres le jour précédent.
Barbade			
Berbice			
Demarara			
Dominica			
Essequibo			
Grenada			
Jamaica			
Montserrat			
Nevis			
St. Lucie			
St. Kitts			
St. Vincent			
Tobago			
Tortola			
Trinidad			
Bahamas	Southampton . .	2 de chaque mois .	. . . .
Amérique du Nord.			
Bermuda	Liverpool . . .	3 et 18 de chaque mois (2)	(2) Excepté pendant les mois de Décembre, Janvier, Février, et Mars, où les départs n'ont lieu que le 3 de chaque mois.
Canada			
Nouvelle Brunswick . .			
Nouvelle Ecosse			
Ile du Prince Edouard . .			
Terre Neuve			
Méditerranée.			
Gibraltar	Southampton . .	Tous les Jeudis . .	(3) C'est à dire, le premier jour de chaque mois, et le Jeudi le plus voisin du 15 de chaque mois, avant ou après le 15.
Malte		Tous les 15 jours (3)	

No. 4.

LIST of BRITISH COLONIES and POSSESSIONS in which the Office of Great Britain does not maintain Post Offices, and also of Foreign Countries, the Correspondence for which originating in the Netherlands, or in the States of the Continent passing through the Netherlands, and forwarded through Great Britain, must be prepaid, with the Rates of Postage for which the Office of the Netherlands is to account to that of Great Britain.

British Colonies and Foreign Countries.	Rates per Single Letter.	Routes, Ports of Despatch, &c., from England.	Days on which the Mails are made up in London.	Observations.
	s. d.			
East Indies.	2 6 (1)	Viâ Marseilles, Suez, and Bombay.	4th of each month. (2)	(1) This rate of 2*s*. 6*d*. consists of a British charge of 2*s*. 1*d*. according to British progression, and a French charge of 5*d*., to which the French progression is applicable.
Ceylon				
Mauritius				
Australia				
New Zealand				
Van Diemen's Land . .	1 8	Viâ Southampton, Suez, and Bombay.	1st of each month. (3)	(2) When the 4th falls on a Sunday, the mail is despatched from London on the following day.
Hong Kong (China, &c.) .				
Spain	2 10	By packet from Southampton.	Every Thursday.	(3) When the 1st falls on a Sunday, the mail is despatched from London on the *previous* day.
Portugal	2 3			
Madeira.	2 4	By packet from Falmouth.	First Tuesday of each month.	The mails for Southampton are forwarded from London in the morning.
Azores				
Canary Islands. . . .				
Brazil	3 3			
Buenos Ayres	3 1			
Monte Video				
Honduras	1 8	By packet from Southampton.	2nd of each month. (4)	(4) When the 2nd or 17th falls on a Sunday, the mail is despatched from London on the following day.
Panama.				
Chili and Peru				
Mexico	2 9			
Granada				
Venezuela	2 9	Ditto	2nd and 17th of each month.(4)	
Cuba				
Guadaloupe	1 11			
Martinique				
Hayti				
Porto Rico				
St. Croix				
St. Eustatius				
St. Martin				
St. Thomas.				
United States of America .	1 8	By packet from Liverpool.	3rd and 18th of each month.(5)	(5) Except during the months of December, January, February, and March, when the mail is despatched only on the 3rd. If the 3rd or 18th falls on a Sunday, the mail is despatched from London on the following day.
Cape of Good Hope . .	1 4	By private ships . .	As opportunities offer.	
St. Helena				
Sierra Leone				
Australia				
New Zealand				
Van Diemen's Land . .				
Hong Kong				
Or any other British colony or foreign country, when conveyed from England by private ships				

No. 4.

LISTE des COLONIES et POSSESSIONS BRITANNIQUES où l'Office Britannique n'entretient point de Bureaux des Postes, ainsi que des Pays Etrangers pour lesquels la Correspondance originaire des Pays Bas ou d'autres Etats du Continent passant par les Pays Bas, peut être expédiée en transit par la Grande Bretagne, moyennant l'affranchissement obligatoire indiqué ci-après, dont l'Office des Pays Bas rendra compte à l'Office Britannique.

Colonies Britanniques et Pays Etrangers.	Taxe par Lettre Simple.	Routes, Ports du Départ, &c., en Angleterre.	Jours auxquels les Malles sont closes à Londres.	Observations.
	s. d.			
Indes Orientales . . . . Ceylan				(1) Cette taxe de 2*s.* 6*d.* se compose d'un port Anglais de 2*s.* 1*d.* suivant la progression Britannique, et d'une taxe Française de 5*d.* à laquelle la progression Française est applicable. (2) Quand le 4 tombe au Dimanche, la malle est expédiée le jour *suivant*. (3) Quand le premier jour tombe au Dimanche, la malle est expédiée de Londres le jour précédent. Les malles pour Southampton sont expédiées de Londres dans la matinée.
Mauritius . . . . . Australie	2 6 (1)	Par Marseilles, Suez, et Bombay.	Le 4 de chaque mois. (2)	
Nouvelle Zélande . . . Van Diemen's Land . . Hong Kong (la Chine) etc.	1 8	Par Southampton, Suez, et Bombay.	Le premier jour de chaque mois. (3)	
Espagne.	2 10	Par le paquebot de Southampton.	Tous les Jeudis.	
Portugal	2 3			
Madère	2 4	Par le paquebot de Falmouth.	Le premier Mardi de chaque mois.	
Les Azores				
Les Canaries				
Le Brésil	3 3			
Buenos Ayres	3 1			
Monte Video				
Honduras	1 8	Par le paquebot de Southampton.	Le 2 de chaque mois. (4)	(4) Quand le 2 ou 17 tombe au Dimanche, la malle est expédiée de Londres le jour *suivant*.
Panama.				
Chili et Peru				
Le Mexique.	2 9			
La Nouvelle Grenade . .				
Venezuela	2 9	Idem.	Le 2 et 17 de chaque mois. (4)	
Cuba				
Guadaloupe	1 11			
Martinique				
Hayti				
Porto Rico				
St. Croix				
St. Eustache				
St. Martin				
St. Thomas				
Etats Unis d'Amérique .	1 8	Par le paquebot de Liverpool.	Le 3 et 18 de chaque mois. (5)	(5) Excepté durant les mois de Décembre, Janvier, Février, et Mars, où les départs n'ont lieu que le 3 de chaque mois. Si le 3 ou le 18 tombe au Dimanche, la malle est expédiée de Londres le jour *suivant*.
Cap de Bonne Espérance .	1 4	Par des navires particuliers.	Quand l'occasion se présente.	
St. Helène				
Sierra Leone				
Australie				
Nouvelle Zélande . . .				
Van Diemen's Land . .				
Hong Kong.				
Ou toute autre Colonie Britannique ou pays étranger, quand l'expédition se fait d'Angleterre par des navires particuliers . . .				

No. 5.

TABLE of the RATES of POSTAGE for which the Office of the Netherlands is to account to that of Great Britain for Letters coming from the British Colonies, or from Foreign Countries, in transit through Great Britain for the Netherlands, or for the States of the Continent in transit through the Netherlands.

British Colonies and Foreign Countries.	Rate per Single Letter. s.	d.	Route, &c., by which received in England.
Malta	1	11	Viâ Marseilles.
Ionian Islands, Egypt, and Syria	2	4	NOTE.—These rates of 1*s.* 11*d.*, 2*s.* 4*d.*, and 2*s.* 6*d.* consist of the respective British rates 1*s.* 6*d.*, 1*s.* 11*d.*, and 2*s.* 1*d.*, and a French rate of 5*d.*
East Indies, Ceylon, Mauritius, Australia, New Zealand, Van Diemen's Land, Hong Kong (China), &c.	2	6	
Spain	2	10	By the Peninsula packet.
Portugal	2	3	
Gibraltar, Malta, Ionian Islands, East Indies, Ceylon, Mauritius, Australia, New Zealand, Van Diemen's Land, Hong Kong (China), &c.	1	8	By the Mediterranean packet.
Madeira, The Azores, and Canary Islands	2	4	By the Brazil packet.
Brazil	3	3	
Buenos Ayres and Monte Video	3	1	
Canada, New Brunswick, Prince Edward's Island, and Nova Scotia (Port and Town of Halifax excepted)	1	10	By the North American packet.
Newfoundland, Bermuda, and the Port and Town of Halifax in Nova Scotia	1	8	
United States of America	1	8	
British West Indies, viz.:—Antigua, Barbadoes, Bahamas, Berbice, Demerara, Dominica, Essequibo, Grenada, Jamaica, Montserrat, Nevis, St. Lucie, St. Kitts, St. Vincent, Tobago, Tortola, Trinidad, and Hondurus	1	8	By the West India packet.
Foreign West Indies, viz.:—Guadaloupe, Martinique, Hayti, Port Rico, St. Croix, St. Eustatius, St. Martin, and St. Thomas	1	11	
Mexico, Venezuela, New Granada, and Cuba	2	9	
Panama, Chili, and Peru	1	8	
Cape of Good Hope, Sierra Leone, St. Helena, Australia, New Zealand, Van Diemen's Land, Hong Kong (China), or any other British Colony or Foreign Country when received in England by private ship	1	4	By private ship.

No. 5.

TABLEAUX des TAXES dont l'Office des Pays Bas devra rendre compte à celui de la Grande Bretagne pour les Lettres originaires de toutes les Colonies Britanniques, ou Pays Etrangers en transit par la Grande Bretagne et destinées pour les Pays Bas ou Etats du Continent en transit par les Pays Bas.

Colonies Britanniques et Pays Etrangers.	Taxe par Lettre Simple. s.	d.	Routes, etc., par lesquelles les Lettres arrivent en Angleterre.
Malte	1	11	Par Marseilles. NOTE.—Ces taxes de 1*s.* 11*d.*, 2*s.* 4*d.*, et 2*s.* 6*d.*, se composent d'un port Britannique de 1*s.* 6*d.*, 1*s.* 11*d.*, et 2*s.* 1*d.*, avec application de la progression Britannique, et d'un port Français de 5*d.*, auquel la progression Française est applicable.
Iles Ioniennes, Egypte, et Syrie	2	4	
Indes Orientales, Ceylan, Mauritius, Australie, Nouvelle Zélande, Van Diemen's Land, Hong Kong (la Chine), etc.	2	6	
Espagne	2	10	Par les paquebots de la Peninsule.
Portugal	2	3	
Gibraltar, Malte, Iles Ioniennes, Indes Orientales, Ceylan, Mauritius, Australie, Nouvelle Zélande, Van Diemen's Land, Hong Kong (la Chine), etc.	1	8	Par les paquebots de la Méditerranée.
Madère, les Azores, et Iles Canaries	2	4	Par les paquebots du Brésil.
Le Brésil	3	3	
Buenos Ayres et Monte Video	3	1	
Canada, Nouvelle Brunswick, Ile du Prince Edouard, et Nouvelle Ecosse (le Port et la Ville de Halifax exceptées)	1	10	Par les paquebots de l'Amérique du Nord.
Terre Neuve, Bermuda, et le Port et la Ville de Halifax dans la Nouvelle Ecosse	1	8	
Etats Unis d'Amérique	1	8	
Indes Occidentales Britanniques, savoir:—Antigua, Barbade, Bahamas, Berbice, Demerara, Dominica, Essequibo, Grenada, Jamaica, Montserrat, Nevis, St. Lucie, St. Kitts, St. Vincent, Tobago, Tortola, Trinidad, et Honduras	1	8	Par les paquebots des Indes Occidentales.
Indes Occidentales Etrangères, savoir:—Guadaloupe, Martinique, Hayti, Porto Rico, St. Croix, St. Eustache, St. Martin, et St. Thomas	1	11	
Mexique, Venezuela, Nouvelle Granade, et Cuba	2	9	
Panama, Chili, et Peru	1	8	
Le Cap de Bonne Espérance, Sierra Leone, St. Helène, Australie, Nouvelle Zélande, Van Diemen's Land, ou toute autre Colonie Britannique ou Pays Etrangers quand les Lettres sont apportées en Angleterre par des vaisseaux particuliers	1	4	Par des vaisseaux particuliers.

LONDON:
Printed by WILLIAM CLOWES and SONS, Stamford Street,
For Her Majesty's Stationery Office.

CONVENTION

BETWEEN

HER MAJESTY

AND THE

KING OF THE BELGIANS,

REGULATING THE COMMUNICATION BY POST

BETWEEN THE

BRITISH AND BELGIAN DOMINIONS.

Signed at London, October 19, 1844.

Presented to both Houses of Parliament by Command of Her Majesty.
1845.

LONDON:
PRINTED BY T. R. HARRISON.

CONVENTION

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BETWEEN

THE BRITISH AND BELGIAN DOMINIONS.

Signed at London, October 19, 1844.

[*Ratifications exchanged at London, November* 18, 1844.]

CONVENTION.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the King of the Belgians, being desirous to promote the friendly relations existing between the two countries, and to regulate, by means of a new Convention, the communication by Post between their respective dominions, upon a more liberal and advantageous basis, have named as their Plenipotentiaries for this purpose, namely:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable George Earl of Aberdeen, Viscount Gordon, Viscount Formartine, Lord Haddo, Methlick, Tarvis, and Kellie, a Peer of the United Kingdom, a Member of Her Majesty's Most Honourable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, and Her Majesty's Principal Secretary of State for Foreign Affairs; and the Right Honourable William Earl of Lonsdale, Viscount Lowther, a Peer of the United Kingdom, Lord Lieutenant of the Counties of Cumberland and Westmorland, a Member of Her Britannick Majesty's Most Honourable Privy Council, and Her Postmaster-General;

And His Majesty the King of the Belgians, the Sieur Sylvain Van de Weyer, Commander of the Order of Leopold, decorated with the Iron Cross, Grand Cross of the Orders of the Tower and Sword, of the Ernestine Branch of Saxony, and of St. Maurice and St. Lazarus, Commander of the Order of the Legion of Honour, Envoy Extraordinary

CONVENTION.

SA Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, et Sa Majesté le Roi des Belges, désirant favoriser les relations amicales existant entre les deux pays, et régler, au moyen d'une nouvelle Convention, les communications par les Postes de leurs états respectifs, sur des bases plus libérales et plus avantageuses, ont nommé pour leurs Plénipotentiaires à cet effet, savoir:—

Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, le Très Honorable Georges, Comte d'Aberdeen, Vicomte Gordon, Vicomte Formartine, Lord Haddo, Methlick, Tarvis, et Kellie, Pair du Royaume Uni, Conseiller de Sa Majesté en Son Conseil Privé, Chevalier du Très Ancien et Très Noble Ordre du Chardon, et Principal Secrétaire d'Etat de Sa Majesté pour les Affaires Etrangères; et le Très Honorable Guillaume, Comte de Lonsdale, Vicomte Lowther, Pair du Royaume Uni, Lord Lieutenant des Comtés de Cumberland et de Westmorland, Conseiller de Sa Majesté Britannique en Son Conseil Privé, et Maître-Général de Ses Postes;

Et Sa Majesté le Roi des Belges, le Sieur Sylvain Van de Weyer, Commandeur de l'Ordre de Léopold, décoré de la Croix de Fer, Grand-Croix des Ordres de la Tour et de l'Epée, de la Branche Ernestine de Saxe, et de St. Maurice et de St. Lazare, Commandeur de l'Ordre de la Légion d'Honneur, Envoyé Extraordinaire et Ministre Plénipoten-

and Minister Plenipotentiary of His Majesty the King of the Belgians to Her Britannick Majesty;—

Who, after having communicated to each other their respective full powers, found to be in good and due form, have agreed upon the following Articles:—

tiaire de Sa Majesté le Roi des Belges près Sa Majesté Britannique;—

Lesquels, après s'être réciproquement communiqué leurs plein-pouvoirs respectifs, trouvés en bonne et due forme, sont convenus des Articles suivans:—

CHAPTER I.

General Arrangements.

ARTICLE I.

There shall be a periodical and regular exchange of correspondence between Great Britain and Belgium, at the times and by the means of communication and conveyance hereinafter described, as well for letters, patterns of goods, newspapers, courses of exchange, prices current, and other printed papers which, in the United Kingdom, are allowed to pass by post at reduced rates, originating within the territories of either State, as for objects of a similar nature originating in, or addressed to, the countries the correspondence of which shall be transmitted through the said States.

ARTICLE II.

The exchange of correspondence between the two Offices shall be effected through the following Post Offices, namely:—

On the part of Great Britain.

1. Dover.
2. London.

On the part of Belgium.

1. Ostend.
2. Antwerp.

ARTICLE III.

Independently of the Offices of exchange named in the preceding Article, others may be established at any other places on the coast or in the interior of each of the two countries, between which direct communications may hereafter be deemed necessary.

TITRE I.

Dispositions Générales.

ARTICLE I.

Il y aura un échange périodique et régulier des correspondances entre la Grande Bretagne et la Belgique, aux époques et par les moyens de communication et de transport qui seront indiqués ci-après, tant pour les lettres, échantillons de marchandises, journaux, bulletins de bourse, prix-courants, et autres imprimés jouissant dans le Royaume Uni d'une modération de port, qui seront nés sur le territoire des deux Etats, que pour les objets de même nature originaires ou à destination des pays qui emprunteront leur intermédiaire.

ARTICLE II.

L'échange des correspondances entre les deux Offices aura lieu par les Bureaux de Poste suivans, savoir:—

Du côté de la Grande Bretagne.

1. Douvres.
2. Londres.

Du côté de la Belgique.

1. Ostende.
2. Anvers.

ARTICLE III.

Indépendamment des Bureaux d'échange qui sont désignés dans l'Article précédent, il pourra en être établi sur tous les autres points du littoral ou de l'intérieur des deux pays, pour lesquels des relations directes seraient ultérieurement jugées nécessaires.

CHAPTER II.

Exchange of Correspondence.

ARTICLE IV.

The principal exchange of the mails composed of the international or transit correspondence specified in Article I, shall take place at Dover and Ostend.

The Post Office of the United Kingdom of Great Britain and Ireland shall continue to convey by its steam-packets, in both directions, the despatches exchanged with the Belgian Post Office by way of Dover and Ostend, four times a-week, on the conditions stipulated in the Convention concluded between the British and Belgian Post Offices, in October, 1834.

The ordinary departures from Dover to Ostend shall take place on Tuesdays, Wednesdays, Fridays, and Saturdays; and those from Ostend to Dover, on Sundays, Mondays, Wednesdays, and Thursdays.

ARTICLE V.

It is nevertheless understood that the Belgian Government shall be at liberty to establish, or cause to be established, at its own expense, a service of steam-boats to convey letters, despatches, and passengers, between the above-mentioned towns, twice a-week, or daily, should the Belgian Government think it necessary; and the Belgian Government reserves to itself the power of coming to an understanding, in either case, with the British Government, in order to be liberated from the obligation of paying to the British Post Office, the sum of one thousand pounds sterling annually, stipulated in the Convention of October, 1834, mentioned in the preceding Article.

ARTICLE VI.

The captains of the packets of the respective Offices shall receive from the Agent of the Postmaster-General at Dover, and from the

TITRE II.

Echange des Correspondances.

ARTICLE IV.

L'échange principal des dépêches formées des correspondances internationales, ou en transit, spécifiées à l'Article I, aura lieu par les points de Douvres et d'Ostende.

L'Office des Postes du Royaume Uni de la Grande Bretagne et d'Irlande continuera de transporter par ses paquebots à vapeur, tant à l'aller qu'au retour, les dépêches échangées avec l'Office des Postes de Belgique par la voie de Douvres et d'Ostende, quatre fois par semaine, aux conditions stipulées dans la Convention conclue entre les Bureaux des Postes Britannique et Belge, au mois d'Octobre, 1834.

Les départs ordinaires de Douvres pour Ostende, auront lieu les Mardis, Mercredis, Vendredis, et Samedis; et ceux d'Ostende pour Douvres, les Dimanches, Lundis, Mercredis, et Jeudis.

ARTICLE V.

Il est toutefois entendu que le Gouvernement Belge aura la faculté d'établir, ou de faire établir, à ses frais, un service de bateaux à vapeur pour transporter des lettres, des dépêches, et des voyageurs entre les villes précitées, deux fois par semaine, ou quotidiennement, s'il le juge convenable; et le Gouvernement Belge se réserve expressément dans l'un comme dans l'autre cas, de s'entendre avec le Gouvernement Britannique pour être libéré de l'obligation de payer à l'Office des Postes Britanniques, la somme annuelle de mille livres sterling stipulée dans la Convention du mois d'Octobre, 1834, mentionnée à l'Article précédent.

ARTICLE VI.

Les commandans des paquebots des Offices respectifs recevront des mains de l'Agent du Maître Général des Postes à Douvres, et

Director of the Post Office at Ostend, the mail-bags, closed and sealed.

The number of these bags, and the time of their delivery, shall be noted on a bill, which the said captains, or the officers entrusted under their orders with the care of the mails, shall deliver on their arrival to the Office for which they are destined.

They shall bring back to the dispatching Office a certificate of the due delivery of the said mails, from the agent who shall have received them.

du Percepteur des Postes d'Ostende, les valises fermées et cachetées.

Le nombre de ces valises, et l'heure de leur remise, seront constatés sur un part, que ces commandans, ou les officiers chargés sous leurs ordres du soin des dépêches, remettront à leur arrivée au Bureau de destination.

Ils devront rapporter à l'Office expéditeur un certificat de l'exacte remise de ces dépêches, délivré par l'agent qui les aura reçues.

ARTICLE VII.

The packets employed by the two Offices for the ordinary conveyance of the correspondence between Dover and Ostend, shall be steam-boats of sufficient power and size for the service in which they are to be engaged. They shall be vessels belonging to Government, or freighted by order of Government.

These vessels shall be considered and treated, in the two ports above mentioned, and in all other ports of the two countries at which they may accidentally touch, as vessels of war, and be there entitled to all the honours and privileges which the interest and importance of their service demand.

They shall be exempted in those ports, as well upon their entrance as their departure, from all tonnage, navigation, and port dues, excepting, however, the vessels freighted by order of Government, which must pay such dues in those ports where they are levied on behalf of corporations, private companies, or individuals. They shall not be diverted from their especial duty—that is to say, the conveyance of the mails—by any authority whatever, or be liable to seizure, detention, embargo, or *arrêt de prince*.

ARTICLE VII.

Les paquebots employés par les deux Offices pour le transport ordinaire des correspondances entre Douvres et Ostende, seront des bateaux à vapeur d'une force et d'une dimension suffisantes pour le service auquel ils sont destinés: ce seront des bâtimens appartenant à l'Etat, ou frêtés pour le compte de l'Etat.

Ces bâtimens seront considérés et reçus dans les deux ports susmentionnés, et dans tous les autres ports des deux pays où ils pourraient accidentellement aborder, comme vaisseaux de guerre, et ils y jouiront des honneurs et privilèges que réclament les intérêts et l'importance du service qui leur est confié.

Ils seront exempts dans ces ports, tant à leur entrée qu'à leur sortie, de tous droits de tonnage, de navigation, et de port, excepté toutefois les bâtimens frêtés pour le compte de l'Etat, lesquels devront acquitter ces droits dans les ports où ils sont établis au profit des corporations, compagnies particulières, ou personnes privées. Ils ne pourront être détournés de leur destination spéciale,—c'est à dire, du transport des dépêches,—par quelque autorité que ce soit, ni être sujets à saisie—arrêt, embargo, ou arrêt de prince.

ARTICLE VIII.

In case of war between the two nations, the mail packets of the two Offices shall continue their navigation without impediment or molestation, until a notification is made on the part of either of the two

ARTICLE VIII.

En cas de guerre entre les deux nations, les paquebots de Poste des deux Offices continueront leur navigation sans obstacle ni molestation, jusqu'à notification de la cessation de leur service, faite par l'un des

Governments, that the service is to be discontinued; in which case they shall be permitted to return freely, and under special protection, to their respective ports.

deux Gouvernemens; auquel cas, il leur sera permis de retourner librement, et sous protection spéciale, dans leurs ports respectifs.

ARTICLE IX.

The packets of the two Offices shall be at liberty to take on board or land, both at Dover and Ostend, as well as in other ports of the two countries where they may be obliged to put in, any passengers, of whatever nation they may be, with their wearing-apparel and luggage, and also with their horses and carriages, on condition that the captains of the said packets shall submit to the regulations of the respective Governments, concerning the arrival and departure of travellers.

They shall be prohibited from conveying goods or merchandize on freight.

ARTICLE IX.

Les paquebots des deux Offices pourront embarquer ou débarquer, tant à Douvres qu'à Ostende, ainsi que dans les autres ports des deux états où ils seraient contraints de relâcher, tous passagers, de quelque nation qu'ils puissent être, avec leurs hardes et effets personnels, ainsi que leurs chevaux et voitures, sous la condition que les commandans de ces paquebots se soumettront aux réglemens des Gouvernemens respectifs, concernant l'entrée et la sortie des voyageurs.

Ils ne pourront transporter aucune marchandise à titre de frêt.

ARTICLE X.

The captains of the packets engaged in carrying the mails between Dover and Ostend, shall, in all practicable cases, proceed directly to their respective destinations.

If in consequence of stress of weather or damage, they should be compelled to alter their course, and to put into any other port than Dover or Ostend, according to their destination, they shall be called upon to account for the deviation, in such manner as their respective Offices shall deem advisable.

Whenever a packet conveying mails shall be compelled to put into any other than its destined port, the Office of the place where the said mails shall be landed, shall use the most expeditious means of forwarding them to their destination.

ARTICLE X.

A moins d'empêchement de force majeure, les commandans des paquebots employés au transport des dépêches entre Douvres et Ostende, devront faire route directement pour leurs destinations respectives.

Si par suite de gros temps ou d'avaries, ils sont contraints de changer de route, et de relâcher dans un port autre que celui de Douvres ou d'Ostende, selon leur destination, ils devront en justifier par tel moyen que l'un ou l'autre des deux Offices jugerait à propos d'établir.

En cas de relâche forcée d'un paquebot porteur des dépêches dans un autre port que celui où ce paquebot devait aborder, l'Office sur le territoire duquel ces dépêches auront été débarquées, devra employer les moyens les plus prompts pour les faire parvenir à leur destination.

ARTICLE XI.

The captains of the packets specially engaged in the conveyance of the respective mails of the two Offices, are forbidden to take charge of any letter not included in their mail-bags, except, however, despatches of their Governments.

ARTICLE XI.

Il est défendu aux commandans des paquebots spécialement employés au transport des dépêches respectives des deux Offices, de se charger d'aucune lettre en dehors de ces dépêches, excepté toutefois celles de leurs Gouvernemens.

They must take care that no letters are conveyed illegally by their crews or passengers, and must give information, in the proper quarter, of any breach of the laws which may be committed in that respect.

Ils veilleront à ce qu'il ne soit pas transporté de lettres en fraude par leurs équipages ou par les passagers; et ils dénonceront à qui de droit les infractions qui pourraient être commises à cet égard.

ARTICLE XII.

If there should be no Government vessels specially appointed for the direct conveyance of the correspondence between the British Office of London on the one part, and the Belgian Office of Antwerp on the other, the exchange of mails between the said Offices shall take place by means of private steam-packets plying between the above ports.

ARTICLE XII.

A défaut de bâtimens de l'Etat spécialement affectés au transport direct de la correspondance entre le Bureau Britannique de Londres d'une part, et le Bureau Belge d'Anvers de l'autre, l'échange des dépêches entre ces Bureaux aura lieu par les paquebots particuliers à vapeur naviguant entre ces ports.

ARTICLE XIII.

In addition to the ordinary mails which shall be exchanged conformably to the IVth and following Articles of the present Convention, between the British Offices of London and Dover on the one part, and the Belgian Office of Ostend on the other, by vessels belonging to Government, or freighted by order of Government, the said Offices may have recourse to private steam-packets plying between those ports, to forward mutually to each other, by supplementary mails, such letters as may be advantageously transmitted by these means.

ARTICLE XIII.

Outre les dépêches ordinaires qui seront échangées, conformément aux Articles IV et suivans de la présente Convention, entre les Bureaux Britanniques de Londres et Douvres d'une part, et le Bureau Belge d'Ostende de l'autre, par les bâtimens de l'Etat, ou frêtés pour le compte de l'Etat, ces Bureaux pourront employer la voie de paquebots particuliers à vapeur naviguant d'un de ces ports à l'autre, pour s'expédier réciproquement, par dépêches supplémentaires, les correspondances qui pourraient être acheminées avec avantage par cette voie.

ARTICLE XIV.

The ordinary or supplementary mails which the Offices of exchange mentioned in the two preceding Articles, are authorized to forward to each other reciprocally, by means of private packets, may contain, independently of the correspondence coming from, or addressed to, the said Offices, the transit correspondence from or to any country whatever, which the two Offices may think it advisable to forward through those Offices.

ARTICLE XIV.

Les dépêches ordinaires ou supplémentaires que sont autorisés à s'expédier réciproquement, par la voie des paquebots particuliers, les Bureaux d'échange désignés dans les deux Articles précédens, pourront contenir, indépendamment des correspondances originaires ou à destination de ces localités, les correspondances en transit de ou pour quelque pays que ce soit, que les deux Offices jugeraient utile de diriger par ces Bureaux.

CHAPTER III.

Postage of International Letters.

ARTICLE XV.

Persons desirous of sending ordinary letters, either from Belgium to the United Kingdom of Great Britain and Ireland, and those British colonies and possessions where the Post Office of Great Britain maintains Post Offices, or from the United Kingdom of Great Britain and Ireland, and the British colonies and possessions, to Belgium, shall have the option,—

First, of leaving the whole postage of such letters to be paid by the receiver;

Secondly, of paying the said postage to the place of destination.

Prepayment for a part of the distance shall not be permitted.

ARTICLE XVI.

The inhabitants of both countries may send registered letters from one country to the other; and, as far as it shall be found practicable, to the countries the correspondence of which shall be transmitted through the respective Offices.

The postage on such letters shall be fixed according to the combined rates of the two countries; it must in all cases be paid to the place of destination.

ARTICLE XVII.

The option of forwarding letters, either paid or unpaid, specified in Article XV preceding, in favour of ordinary letters from the two countries, shall be applicable to letters and packets containing patterns of goods.

ARTICLE XVIII.

Letters and packets containing patterns of goods, forwarded from one country to the other, either paid or unpaid, shall be conveyed at such reduced rates of postage as are

TITRE III.

Port des Lettres Internationales.

ARTICLE XV.

Les personnes qui voudront envoyer des lettres ordinaires, soit de la Belgique pour le Royaume Uni de la Grande Bretagne et d'Irlande, et les colonies et possessions Anglaises où l'Administration des Postes de la Grande Bretagne entretient des Bureaux de Poste, soit du Royaume Uni de la Grande Bretagne et d'Irlande, et des colonies et possessions Anglaises, pour la Belgique, auront le choix, savoir,—

1°. De laisser le port entier de ces lettres à la charge des destinataires;

2°. D'en payer le port d'avance jusqu'au lieu de destination.

L'affranchissement pour une partie de la distance à parcourir, ne sera point admis.

ARTICLE XVI.

Le public des deux pays pourra envoyer des lettres chargées d'un pays pour l'autre; et, autant qu'il sera possible, pour les pays auxquels les Offices respectifs servent d'intermédiaire.

Le port de ces lettres sera établi d'après les tarifs combinés des deux pays; il devra toujours être acquitté d'avance, et jusqu'à destination.

ARTICLE XVII.

Le mode d'affranchissement libre ou facultatif, stipulé par l'Article XV précédent, en faveur des lettres ordinaires des deux pays, sera applicable aux lettres et paquets renfermant des échantillons de marchandises.

ARTICLE XVIII.

Les lettres et paquets renfermant des échantillons de marchandises, qui seront envoyés d'un pays pour l'autre, affranchis ou non-affranchis, jouiront des modérations

allowed for such articles by the laws and regulations of each country.

ARTICLE XIX.

Letters, either paid or unpaid, originating in any place of the Kingdom of Belgium, and addressed to any place in the United Kingdom of Great Britain and Ireland,—and reciprocally, letters, either paid or unpaid, sent from any place in the said United Kingdom to any place in Belgium, shall be charged in the two countries with an uniform postage of twelve décimes, or one shilling, per single letter, of which four décimes, or pence, shall be considered as representing the postage due to the Belgian Office, and eight pence, or décimes, that due to the British Office.

Each of those two rates of four and eight pence, or décimes, shall increase according to the weight of letters, in conformity with the scale of progression respectively established in the two countries.

It is understood, nevertheless, that the British Office shall charge for every quarter of an ounce one whole rate, on paid letters delivered to Belgium, as well as unpaid letters coming from Belgium, for that portion of postage representing the sum to be accounted for to the Belgian Office.

ARTICLE XX.

The two Offices shall mutually account to each other for the portion of the postage of the correspondence exchanged between them, which is due to each.

In order, however, to simplify this operation, all letters contained in one and the same mail, and belonging to the same class, shall be weighed in bulk, and delivered at the following rates.

The British Post Office shall pay to the Post Office of Belgium, for all unpaid letters originating in Belgium, and addressed to the United Kingdom of Great Britain and Ireland, and those British colonies and possessions where the British Office maintains Post Offices, and also for

de port qui sont accordées à ces objets par les lois et réglemens de chaque pays.

ARTICLE XIX.

Les lettres affranchies ou non-affranchies, nées dans un endroit quelconque du Royaume de Belgique, et destinées pour un endroit quelconque du Royaume Uni de la Grande Bretagne et d'Irlande,—et réciproquement, les lettres affranchies ou non-affranchies, envoyées d'un endroit quelconque du Royaume Uni, et destinées pour un endroit quelconque de Belgique, seront frappées dans les deux pays d'un port uniforme de douze décimes, ou d'un schelling, par lettre simple, dont quatre décimes, ou pence, seront censés représenter la taxe due à l'Office de Belgique, et huit pence, ou décimes, celle due à l'Office Britannique.

Chacun de ces deux taxes de quatre et de huit pence, ou décimes, augmentera en raison du poids des lettres, suivant l'échelle de progression respectivement en vigueur dans les deux pays.

Toutefois il est entendu que l'Office Britannique percevra de quart d'once en quart d'once, un port entier sur les lettres affranchies livrées à la Belgique, comme sur les lettres non-affranchies reçues de la Belgique, pour la portion de port représentant la taxe à rembourser à l'Office Belge.

ARTICLE XX.

Les deux Offices se tiendront mutuellement compte de la part qui revient à chacun d'eux dans le produit des correspondances qu'ils se transmettront réciproquement.

Toutefois, afin de simplifier cette opération, toutes les lettres faisant partie d'une même dépêche, et appartenant à la même catégorie, seront pesées en masse, et livrées aux prix fixés ci-après.

L'Office des Postes Britanniques paiera à l'Office des Postes de Belgique, pour les lettres non-affranchies originaires de Belgique, et destinées pour le Royaume Uni de la Grande Bretagne et d'Irlande, et pour les colonies et possessions Anglaises où l'Office Britannique entretient des

all letters paid in the United Kingdom, and in the said British colonies and possessions, and addressed to Belgium, at the rate of one franc and sixty centimes, for every thirty grammes net weight.

The Belgian Post Office shall, on its part, pay to the British Post Office, for all unpaid letters originating in the United Kingdom of Great Britain and Ireland, and addressed to Belgium, and also for letters paid in Belgium, and addressed to the United Kingdom, at the rate of one shilling and four pence per ounce British, net weight.

ARTICLE XXI.

The stipulations of the preceding Articles are applicable not only to the letters composing the ordinary mails, but also to those forwarded by the special opportunities mentioned in Article XIII.

CHAPTER IV.

Transit of Foreign Correspondence.

§ 1.

Ordinary Transit Correspondence.

ARTICLE XXII.

The Belgian Post Office shall continue to convey, without charge to the British Office, all the letters which the said Office shall transmit to it, to be forwarded to other States of the Continent, in transit through Belgium; and also those originating in the said States, and intended for Great Britain, that may be sent by the same route.

These letters shall be forwarded by the British Office to that of Belgium, and by this latter Office to that of Great Britain, without any charge or expense. The Belgian Office, however, reserves to itself the right to levy upon the other Offices concerned a transit rate, the amount of which shall not exceed one franc for every thirty grammes, net weight.

Bureaux de Poste, ainsi que pour les lettres affranchies dans le Royaume Uni et dans les dites colonies et possessions Anglaises, à destination de la Belgique, la somme d'un franc soixante centimes par trente grammes, poids net.

De son côté l'Office des Postes de Belgique paiera à l'Office des Postes Britanniques, pour les lettres non-affranchies originaires du Royaume Uni de la Grande Bretagne et d'Irlande, et destinées pour la Belgique, ainsi que pour celles affranchies en Belgique, et destinées pour le Royaume Uni, la somme d'un schelling quatre pence par once Britannique, poids net.

ARTICLE XXI.

Les dispositions des Articles précédens ne s'appliquent pas seulement aux lettres faisant partie des malles ordinaires, mais encore à celles expédiées par les occasions particulières dont il est fait mention à l'Article XIII.

TITRE IV.

Transit des Correspondances Etrangères.

§ 1.

Transit à découvert.

ARTICLE XXII.

L'Office des Postes de Belgique continuera à transporter, sans frais pour l'Office Britannique, toutes les lettres que le dit Office lui transmettra pour être expédiées vers d'autres Etats du Continent, en transit par la Belgique, ainsi que celles originaires des dits Etats, et destinées pour la Grande Bretagne, qui seraient dirigées par la même voie.

Ces lettres seront transmises, tant de la part de l'Office Britannique à celui de Belgique, que par ce dernier Office à celui de la Grande Bretagne, sans aucune taxe ni débours. L'Office de Belgique se réserve toutefois la faculté de se faire payer par les autres Offices intéressés, un droit de transit, dont le montant ne pourra excéder un franc par trente grammes, poids net.

ARTICLE XXIII.

The Government of His Majesty the King of the Belgians promises to use its good offices with the Governments of the countries the Post Offices of which are in relation with the Belgian Post Office, in order to procure for the correspondence originating in the said countries, and addressed to the United Kingdom of Great Britain and Ireland, or to the British colonies and possessions, and *vice versâ*, the same facilities which are now, or may hereafter be, secured to the inhabitants of Belgium, with respect to such countries, in accordance with present or future Conventions.

ARTICLE XXIII.

Le Gouvernement de Sa Majesté le Roi des Belges promet d'interposer ses bons offices auprès des Gouvernemens des pays dont les Administrations des Postes sont en relation avec celle de Belgique, afin d'obtenir pour les correspondances originaires de ces pays, adressées dans le Royaume Uni de la Grande Bretagne et d'Irlande, ou dans les colonies et possessions Anglaises, et *vice versâ*, des facilités analogues à celles dont jouissent ou pourront jouir, à l'égard de ces mêmes pays, les habitans de la Belgique, en vertu des Conventions existantes, ou qui interviendraient dans la suite.

ARTICLE XXIV.

The Belgian Post Office shall pay to the Post Office of Great Britain and Ireland, for paid letters originating in Belgium, or in the States of the Continent the correspondence of which shall be transmitted through Belgium, and addressed to the colonies and countries beyond sea, and also for unpaid letters originating in the colonies and countries beyond sea, and addressed to Belgium, and to the States of the Continent the correspondence of which shall be transmitted through Belgium, namely:—

1. Eight pence per single letter, for the transit through the territory of the United Kingdom.

2. The packet-rate which the inhabitants of Great Britain have to pay on letters coming from and addressed to the colonies and countries beyond sea.

The Post Office of the United Kingdom of Great Britain and Ireland, shall, on its part, pay to the Post Office of Belgium, for postage of letters originating in the United Kingdom, and addressed to colonies and countries beyond sea, and of those coming from the colonies and countries beyond sea, and addressed to the United Kingdom, namely:—

1. One franc and sixty centimes for every thirty grammes, net weight, for the transit through the Belgian territory.

2. Two francs for every thirty grammes, net weight, for sea-conveyance; making in all, three francs and sixty centimes for every thirty grammes, net weight.

ARTICLE XXIV.

L'Office des Postes de Belgique paiera à l'Office des Postes de la Grande Bretagne et d'Irlande, pour les correspondances affranchies originaires de Belgique, ou des Etats du Continent qui empruntent son intermédiaire, à destination des colonies et des pays d'outre-mer, ainsi que pour les correspondances non-affranchies originaires des colonies et pays d'outre-mer, et destinées pour la Belgique, ou pour les Etats du Continent auxquels la Belgique sert d'intermédiaire, savoir:—

1°. Huit pence par lettre simple, pour le transit sur le territoire du Royaume Uni.

2°. La taxe de voie de mer à payer par le public Anglais sur les lettres originaires et à destination des colonies et pays d'outre-mer.

De son côté l'Office des Postes du Royaume Uni de la Grande Bretagne et d'Irlande, paiera à l'Office des Postes de Belgique, pour le port des correspondances originaires du Royaume Uni, et destinées pour les colonies et pays d'outre-mer, ainsi que de celles originaires des colonies et pays d'outre-mer à destination du Royaume Uni, savoir:—

1°. Un franc soixante centimes par trente grammes, poids net, pour le transit sur le territoire Belge.

2°. Deux francs par trente grammes, poids net, pour la voie de mer; en tout, trois francs soixante centimes par trente grammes, poids net.

§ 2.

Transit in closed Mails.

ARTICLE XXV.

The Belgian Government engages to grant to the British Government the transit in closed mails, through its territory, of the correspondence from the United Kingdom, the British colonies and possessions, and other places where the British Office maintains Post Offices, to the various continental States the correspondence of which shall be transmitted through Belgium, and from those States to the United Kingdom, the British colonies and possessions, and other places where the British Office maintains Post Offices, at the rate of one franc for every thirty grammes, net weight, for letters, and five centimes for every newspaper or other printed paper.

ARTICLE XXVI.

Should the British Post Office deem it advisable to transmit through Belgium closed mails containing the correspondence from the United Kingdom of Great Britain and Ireland, and the British colonies and possessions, to the East Indies, and other countries the correspondence of which shall be transmitted by way of the East Indies, and *vice versâ*, the Belgian Post Office engages to effect the conveyance of the said correspondence through its territory, at the transit rates fixed by the preceding Article XXV.

ARTICLE XXVII.

The Belgian Government further engages to convey, also in closed mails, at the rates respectively fixed by Article XXIV, and by Article XXXIV following, letters, newspapers, and printed papers, from the United Kingdom, and the British colonies and possessions, to the several States of the two continents of America, and *vice versâ*, the correspondence of which may be forwarded at the expense of the Belgian Post Office, either by private ships, by Government vessels, or by vessels

§ 2.

Transit en Dépêches closes.

ARTICLE XXV.

Le Gouvernement Belge prend l'engagement d'accorder au Gouvernement Britannique le transit en dépêches closes, sur son territoire, des correspondances du Royaume Uni, des colonies et possessions Anglaises, et autres lieux où l'Office Britannique entretient des Bureaux de Poste, pour les différens Etats du Continent auxquels la Belgique sert d'intermédiaire, et de ces Etats pour le Royaume Uni, les colonies et possessions Anglaises, et autres lieux où l'Office Britannique entretient des Bureaux de Poste, moyennant le prix d'un franc par trente grammes, poids net, pour les lettres, et cinq centimes par journal ou feuille d'imprimé.

ARTICLE XXVI.

Dans le cas où l'Office des Postes Britanniques jugerait convenable de faire passer par la Belgique les malles closes renfermant la correspondance du Royaume Uni de la Grande Bretagne et d'Irlande, et des colonies et possessions Anglaises, pour les Indes Orientales, et pour les autres pays auxquels les Indes Orientales servent d'intermédiaire, et *vice versâ*, l'Office des Postes de Belgique se chargera d'effectuer le transport de ces correspondances sur son territoire, moyennant les prix de transit fixés par l'Article XXV précédent.

ARTICLE XXVII.

Le Gouvernement Belge s'engage en outre à transporter, aussi en dépêches closes, moyennant les prix respectivement fixés par l'Article XXIV, et par l'Article XXXIV ci-après, les lettres, journaux, et imprimés, du Royaume Uni et des colonies et possessions Anglaises, pour les divers Etats des deux continents d'Amérique, et *vice versâ*, qui seront desservis aux frais de l'Office des Postes de Belgique, soit par des bâtimens de commerce, soit par des bâtimens de l'Etat, ou frêtés

freighted by order of Government, dispatched from, or bound to, the ports of Belgium, or the ports of destination of such vessels in transatlantic countries.

ARTICLE XXVIII.

The British Government engages, on its part, to grant the transit in closed mails, at the rates respectively fixed on behalf of the British Post Office, by Articles XXIV and XXXIV already referred to, for the conveyance in ordinary mails, of letters, newspapers and printed papers, addressed from Belgium to the several States of America and other foreign countries, and *vice versâ*, which may be conveyed either by private ships, by Government vessels, or by vessels freighted by order of Government, dispatched from, or bound to, the ports of the United Kingdom.

CHAPTER V.

Newspapers and Printed Papers.

§ 1.

International Newspapers and Printed Papers.

ARTICLE XXIX.

Newspapers published in the United Kingdom of Great Britain and Ireland, and addressed to persons residing in Belgium, shall be forwarded unpaid to the Belgian Office, and they shall be subject to a rate of only five centimes each, to be paid by the receiver.

Reciprocally, Belgian newspapers addressed to persons residing in the United Kingdom, shall be forwarded unpaid to the British Office, and they shall be subject to a rate of only one halfpenny each, to be paid likewise by the receiver.

In order to enjoy the reduction of postage above mentioned, the newspapers must not contain any writing, and they must be sent in

au compte de l'Etat, expédiés ou à destination des ports de Belgique, ou des ports de relâche de ces bâtimens dans les parages transatlantiques.

ARTICLE XXVIII.

Le Gouvernement Britannique promet de son côté d'accorder le transit, en dépêches closes, moyennant les prix respectivement fixés au profit de l'Office des Postes Britanniques, pour la transmission des correspondances à découvert, par les Articles XXIV et XXXIV déjà cités, des lettres, journaux, et imprimés, de la Belgique pour les différens Etats d'Amérique ou pour d'autres pays étrangers, et *vice versâ*, qui seront transportés, soit par des bâtimens de commerce, soit par des bâtimens de l'Etat, ou frêtés pour le compte de l'Etat, expédiés ou à destination des ports du Royaume Uni.

TITRE V.

Journaux et Imprimés.

§ 1.

Journaux et Imprimés Internationaux.

ARTICLE XXIX.

Les journaux publiés dans le Royaume Uni de la Grande Bretagne et d'Irlande, qui seront adressés à des personnes résidant en Belgique, seront livrés à l'Office Belge non-affranchis, et ne supporteront qu'une taxe de cinq centimes par journal, payable par le destinataire.

Réciproquement, les journaux Belges adressés à des personnes résidant en le Royaume Uni, seront livrés à l'Office Britannique non-affranchis, et ne supporteront qu'une taxe d'un demi penny par journal, également payable par le destinataire.

Pour jouir de la modération de port indiquée ci-dessus, les journaux ne pourront contenir aucune écriture, et ils devront être expédiés sous

bands or covers open at the sides, so that they may be easily examined.

Newspapers which are not sent in conformity with the conditions above mentioned, shall be considered as letters.

It is fully understood that the preceding stipulations do not in any way invalidate the right of either of the said Offices to refuse conveying or distributing on its own territory, newspapers, in any cases where the laws and regulations concerning their publication and circulation have not been duly complied with.

bandes, ou renfermés dans des enveloppes ouvertes sur les côtés, de manière à pouvoir être facilement vérifiés.

Les journaux qui ne réunissent pas ces conditions, seront traités comme lettres.

Il est bien entendu que les stipulations qui précèdent n'infirment en aucune manière le droit que peut avoir l'un ou l'autre des deux Offices de ne pas effectuer sur son propre territoire, le transport ou la distribution de ceux de ces journaux à l'égard desquels il n'aurait pas été satisfait aux lois et arrêtés qui règlent les conditions de leur publication et de leur circulation.

ARTICLE XXX.

Periodical works, not of daily publication, issued in the United Kingdom of Great Britain and Ireland, and in Belgium, in the shape of pamphlets, may be forwarded from one country to the other, by means of the two Offices, under the following conditions, namely:—

1. The postage on such works must be paid, but only to the frontier of the territories of the respective States.

2. They must be sent in bands or covers open at the sides, so that they may be easily examined.

3. They must be printed in the language of the kingdom in which they are published; and they shall be in every respect subject to the conditions prescribed by the laws, rules, and regulations of both countries, with regard to the circulation of daily newspapers, and other publications of the nature in question.

The rate to be levied in Belgium on the above-mentioned works addressed from the United Kingdom to Belgium, or from Belgium to the United Kingdom, is fixed at five centimes for each printed sheet under thirty décimètres square.

The rate to be levied by the Post Office of Great Britain on similar works addressed to, or coming from, Belgium, shall be as follows:—

ARTICLE XXX.

Les ouvrages périodiques non quotidiens, paraissant dans le Royaume Uni de la Grande Bretagne et d'Irlande, et en Belgique, sous forme de brochures, pourront être envoyés d'un pays dans l'autre, par la voie des deux Offices, aux conditions ci-après exprimées, savoir:—

1. Le port de ces ouvrages devra être payé d'avance, et il ne pourra être acquitté que jusqu'à la limite du territoire des Etats respectifs.

2. Ils devront être expédiés sous bandes, ou renfermés dans des enveloppes ouvertes sur les côtés, de manière à pouvoir être facilement vérifiés.

3. Ils devront être imprimés dans la langue du pays où ils auront été publiés; et ils seront en tous points assujettis aux conditions imposées à la circulation des journaux quotidiens et autres publications de cette espèce, par les lois, arrêtés, et réglemens des deux pays.

Le port à percevoir en Belgique sur les ouvrages ci-dessus désignés qui seront envoyés du Royaume Uni en Belgique, ou de ce dernier pays dans le Royaume Uni, est fixé à cinq centimes par feuille d'impression au-dessous de trente décimètres carrés.

Quant au port à percevoir par l'Office des Postes de la Grande Bretagne sur les mêmes ouvrages adressés en Belgique, ou venant de Belgique, il sera réglé ainsi qu'il suit, savoir:—

1. For every work not exceeding two ounces in weight, one penny.

2. For every work above two ounces in weight, and not exceeding three ounces, six pence.

3. For every work above three ounces in weight, and not exceeding four ounces, eight pence.

4. And for every ounce above four, up to sixteen ounces (the limit imposed on the transmission of such articles by the British Office), two pence additional, every fraction of an ounce being reckoned as a full ounce.

1. Pour tout ouvrage dont le poids n'excédera pas deux onces, un penny.

2. Pour tout ouvrage pesant au-dessus de deux onces, et n'excédant pas trois onces, sixpence.

3. Pour tout ouvrage pesant au-dessus de trois onces, et n'excédant pas quatre onces, huit pence.

4. Pour chaque once au-dessus de quatre, et jusqu'à seize onces (limite de l'admission de ces objets par l'Office Britannique), deux pence en sus, en observant que toute fraction de l'once sera comptée comme une once pour le port à percevoir.

ARTICLE XXXI.

The inhabitants of both countries may send from one country to the other, courses of exchange, prices current, and such other printed papers as are allowed in the United Kingdom of Great Britain and Ireland to pass by post at a reduced rate, under the following conditions, namely:

1. The said printed papers must be sent in bands, and must not contain any writing, figures, or manual mark whatsoever. The courses of exchange and prices-current shall merely give the name and prices of goods, without any mention of the name and residence of the vendors.

2. The postage of such papers is fixed at five centimes each, for conveyance on the Belgian territory, and at one penny, or ten centimes, each, for conveyance on the territory of the United Kingdom.

3. They shall not be sent either way, except paid to the territorial limit of the two respective Offices.

ARTICLE XXXI.

Le public des deux pays pourra envoyer d'un pays pour l'autre, des bulletins de bourse, prix-courants, et autres imprimés jouissant dans le Royaume Uni de la Grande Bretagne et d'Irlande, d'une modération de port, en se conformant aux dispositions ci-après :—

1. Ces imprimés devront être expédiés sous bandes, et ne pourront contenir aucune écriture, chiffre, ou signe quelconque à la main. Les bulletins de bourse et prix-courants se borneront à indiquer le nom des marchandises et les prix, sans faire mention du nom et de la demeure des vendeurs.

2. Le prix de ces objets est fixé à cinq centimes par feuille, pour le parcours sur le territoire Belge, et à un penny, ou dix centimes, aussi par feuille, pour le parcours sur le territoire du Royaume Uni.

3. Ils ne pourront être envoyés de part et d'autre, qu'affranchis jusqu'à la limite du territoire des deux Offices respectifs.

ARTICLE XXXII.

No accounts shall be required between the two Offices for the mutual transmission of newspapers, periodical works, and other printed papers, from one country to the other. Each Office shall retain on its own account the postages it shall have charged, according to the stipulations in the preceding Articles XXIX, XXX, and XXXI.

ARTICLE XXXII.

La transmission réciproque des journaux, ouvrages périodiques, et autres imprimés, de l'un pays pour l'autre, ne donnera lieu à aucun décompte. Chaque Office retiendra à son profit le port qu'il aura perçu, conformément aux dispositions des Articles XXIX, XXX, et XXXI, précédens.

§ 2.

Newspapers and Printed Papers in transit.

ARTICLE XXXIII.

Newspapers published in the United Kingdom of Great Britain and Ireland, and addressed to persons residing in the several States of the Continent the correspondence of which shall be transmitted through Belgium, and also newspapers coming from the said States to the United Kingdom of Great Britain and Ireland, shall continue to be forwarded from both sides, free from any charge for postage. The Belgian Post Office reserves to itself, however, the right to levy upon the above-mentioned States, for the conveyance of the newspapers through the Belgian territory, a transit rate of five centimes for every newspaper.

ARTICLE XXXIV.

The Belgian Post Office shall pay to the British Post Office the sum of one penny for every newspaper, for transit postage through the territory of the United Kingdom, and for sea-conveyance, of newspapers addressed to the colonies and all countries beyond sea without distinction, sent by the Belgian Office to the British Office, to be conveyed either by private ships, by Government vessels, or by vessels freighted by order of Government.

The same sum of one penny for every newspaper shall be paid by the Belgian Post Office to the British Post Office, for transit postage through the territory of the United Kingdom, and for sea-conveyance, of foreign newspapers addressed to Belgium, or to those countries the correspondence of which shall be transmitted through Belgium, brought in any manner whatsoever into the United Kingdom.

Reciprocally, the British Post Office shall pay to the Belgian Post Office, for transit postage through Belgium, and for sea-conveyance, of newspapers sent by the British Office to the Belgian Office, to be forwarded

§ 2.

Journaux et Imprimés en transit.

ARTICLE XXXIII.

Les journaux publiés dans le Royaume Uni de la Grande Bretagne et d'Irlande, et adressés à des personnes résidant dans les divers Etats du Continent auxquels la Belgique sert d'intermédiaire, ainsi que les journaux expédiés de ces mêmes Etats pour le Royaume Uni de la Grande Bretagne et d'Irlande, continueront à être livrés, de part et d'autre, exempts de tout prix de port. L'Office des Postes de Belgique se réserve toutefois la faculté de se faire payer par les Etats précités, pour le transport des journaux sur le territoire Belge, un prix de transit de cinq centimes par journal.

ARTICLE XXXIV.

L'Office des Postes de Belgique paiera à l'Office des Postes Britanniques la somme d'un penny par journal, pour port de transit sur le territoire du Royaume Uni, et pour voie de mer, des journaux destinés pour les colonies et pays d'outre-mer, sans distinction de parages, qui seront livrés par l'Office de Belgique à l'Office Britannique, pour être transportés, soit par les bâtimens de commerce, soit par les bâtimens de l'Etat, ou frêtés pour le compte de l'Etat.

La même somme d'un penny pa journal sera payée par l'Office des Postes de Belgique à l'Office des Postes Britanniques, pour port de transit sur le territoire du Royaume Uni, et pour voie de mer, des journaux étrangers destinés pour la Belgique, ou pour les pays auxquels la Belgique sert d'intermédiaire, qui seront apportés par quelque voie que ce soit dans le Royaume Uni.

Réciproquement, l'Office des Postes Britanniques paiera à l'Office des Postes de Belgique, pour port de transit par la Belgique, et pour voie de mer, des journaux que l'Office Britannique transmettra à l'Office

in any manner whatsoever to the colonies and countries beyond sea, a rate of ten centimes for every newspaper.

The same rate of ten centimes for every newspaper shall be paid by the British Post Office to the Belgian Post Office, for transit postage through Belgium, and for sea-conveyance, of newspapers coming from the colonies or countries beyond sea, and addressed to the United Kingdom of Great Britain and Ireland, brought into Belgium in any manner whatsoever.

de Belgique, pour être envoyés, par quelque voie que ce soit, dans les colonies et pays d'outre-mer, dix centimes par journal.

La même somme de dix centimes par journal sera payée par l'Office des Postes Britanniques à l'Office des Postes de Belgique, pour port de transit par la Belgique, et pour voie de mer, des journaux originaires des colonies ou pays d'outre-mer, et destinés pour le Royaume Uni de la Grande Bretagne et d'Irlande, qui seront apportés en Belgique par quelque voie que ce soit.

CHAPTER VI.

Various Regulations.

TITRE VI.

Dispositions diverses.

ARTICLE XXXV.

The Post Offices of the United Kingdom of Great Britain and Ireland, and of Belgium, shall make out monthly their accounts for the mutual transmission, or conveyance in closed mails, of correspondence; and those accounts, after having been examined, compared, and settled by the two Offices, shall be paid at the expiration of every quarter, by that Office which shall be found to be in debt to the other.

ARTICLE XXXV.

Les Offices des Postes du Royaume Uni de la Grande Bretagne et d'Irlande, et de Belgique, dresseront, chaque mois, les comptes résultant de la transmission réciproque, ou du transport en dépêches closes, des correspondances; et ces comptes, après avoir été débattus et arrêtés contradictoirement par ces Offices, seront soldés à la fin de chaque trimestre par l'Office qui sera reconnu débiteur envers l'autre.

ARTICLE XXXVI.

The balance of the above-mentioned accounts shall be stated in Belgian money; and for this purpose, the sums carried to the credit of the Post Office of Great Britain in British money, shall be brought into francs, at the rate of ten centimes for a penny, one franc and twenty centimes for a shilling, and twenty-four francs for a pound sterling.

ARTICLE XXXVI.

Le solde des comptes mentionnés dans le précédent Article sera établi en monnaie de Belgique. A cet effet les sommes portées au crédit de l'Office des Postes de la Grande Bretagne en monnaie Britannique, seront réduits en francs sur le pied de dix centimes par penny, un franc vingt centimes par schelling, et vingt-quatre francs par livre sterling.

ARTICLE XXXVII.

Dead letters, and newspapers which cannot be delivered, from whatever cause, shall be mutually returned at the expiration of every month, or oftener if possible. Such of those letters as shall have been charged in the account, shall be returned for the same weight and amount of postage which was originally charged by the sending Office.

ARTICLE XXXVII.

Les lettres et journaux tombés en rebut, pour quelque cause que ce soit, seront renvoyés, de part et d'autre, à la fin de chaque mois, et plus souvent si faire se peut. Celles de ces lettres qui auront été livrées en compte, seront remises pour les poids et prix auxquels elles auront été originairement expédiées par l'Office envoyeur.

ARTICLE XXXVIII.

Dead letters which cannot be delivered, from whatever cause, and which have been conveyed in transit, either in ordinary or in closed mails, by either of the two Offices, on account of the other, shall be admitted for the same weight and amount of postage which was charged in the transit accounts of the respective Offices, on a simple declaration, or on nominal lists, vouching for the amount of postage demanded, when the letters themselves cannot be produced by the Office which has to claim the amount of the postage from the other Office.

ARTICLE XXXVIII.

Les lettres tombées en rebut, pour quelque cause que ce soit, qui auront été transportées en transit, soit à découvert, soit en dépêches closes, par l'un des deux Offices pour le compte de l'autre, seront admises pour les poids et prix pour lesquels elles auront été comprises dans les comptes de transit des Offices respectifs, sur de simples déclarations ou listes nominatives mises à l'appui des décomptes, lorsque les lettres elles-mêmes n'auront pas pu être produites par l'Office qui aura à se prévaloir du montant de leurs taxes vis-à-vis de l'autre Office.

ARTICLE XXXIX.

Letters mis-directed or mis-sent shall be reciprocally returned without delay, through the respective Offices of exchange, for the same weight and amount of postage at which they were charged by the dispatching Office to the other Office.

With regard to letters addressed to persons who have changed their residence, whatever be the origin of such letters, they shall be mutually returned, charged with the rate that should have been paid by the receiver.

ARTICLE XXXIX.

Les lettres mal adressées ou mal dirigées, seront, sans aucun délai, réciproquement renvoyées par l'intermédiaire des Bureaux d'échange respectifs, pour les poids et prix auxquels l'Office envoyeur aura livré ces lettres en compte à l'autre Office.

Quant aux lettres adressées à des destinataires ayant changé de résidence, et quelle que soit l'origine de ces lettres, elles seront respectivement rendues, chargées du port qui aurait dû être payé par les destinataires.

ARTICLE XL.

In order reciprocally to secure the postage on the whole correspondence from one country to the other, the British and Belgian Governments engage to prevent, by all the means in their power, the transmission of the said correspondence through any other channel than their respective Post Offices.

Nevertheless, it is understood that couriers sent by commercial firms, or by other persons, to convey occasionally a single letter, or one or more newspapers, may pass unmolested through the respective territories of both Powers; provided the said couriers exhibit, on the Belgian territory, the letter or newspapers which they convey, to the first Post Office on their road, which Office shall tax the said letter or newspapers with the rates prescribed by the laws and regulations of the country.

ARTICLE XL.

Afin de s'assurer réciproquement l'intégralité du produit des correspondances de l'un pour l'autre pays, les Gouvernemens Britannique et Belge s'engagent à empêcher, par tous les moyens qui sont en leur pouvoir, que ces correspondances ne passent par d'autres voies que par leurs Postes respectives.

Toutefois, il est entendu que les courriers envoyés par des maisons de commerce, ou autres, pour porter accidentellement une seule lettre, ou une ou plusieurs gazettes, pourront traverser librement les territoires respectifs des deux Etats; pourvu que, sur le territoire Belge, ces courriers présentent la lettre ou les gazettes dont ils seront porteurs au premier Bureau de Poste, qui leur appliquera les taxes voulues par les lois et réglemens du pays.

The said letter or newspapers shall be marked with the date and charge stamps of the Office at which the postage shall have been paid, and a certificate thereof shall be delivered to the courier, and annexed to his passport.

Ces objets seront frappés des timbres d'origine et d'affranchissement des Bureaux de Poste par lesquels les taxes auront été perçues, et il en sera délivré au courrier un certificat, qui sera joint à son passeport.

ARTICLE XLI.

The form in which the accounts mentioned in Article XXXV preceding are to be made up, the direction to be given to the correspondence, and all other matters of detail and regulation which are to be arranged by mutual consent, for ensuring the execution of the stipulations contained in the present Convention, shall be settled between the Post Offices of the United Kingdom of Great Britain and Ireland, and of Belgium, as soon as possible after the exchange of the ratifications of the said Convention.

It is also agreed that the measures of detail and regulation mentioned in the present Article, may be modified by the two Post Offices, whenever, by mutual consent, those Offices shall have decided that such modifications would be beneficial to the Post Office service of the two countries.

ARTICLE XLI.

La forme à donner aux comptes mentionnés dans l'Article XXXV précédent, la direction à donner aux correspondances, et toutes autres mesures de détail et d'ordre qui devront être arrêtées de concert pour procurer l'exécution des stipulations de la présente Convention, seront réglées entre les Offices des Postes du Royaume Uni de la Grande Bretagne et d'Irlande, et de Belgique, aussitôt après l'échange des ratifications de la dite Convention.

Il est aussi convenu que les mesures de détail et d'ordre mentionnées au présent Article, pourront être modifiées par les deux Offices, toutes les fois que, d'un commun accord, ces deux Offices auront reconnu que ces modifications seraient utiles au bien du service des Postes des deux pays.

ARTICLE XLII.

The present Convention is concluded for an indefinite period. It cannot be annulled by either of the two Governments, except after notice given to the other Government, at least six months previously.

ARTICLE XLII.

La présente Convention est conclue pour un temps indéterminé. Elle ne pourra être annulée par l'un ou l'autre des deux Gouvernemens qu'après notification faite à l'autre Gouvernement, au moins six mois d'avance.

ARTICLE XLIII.

The provisions of former Conventions which have been concluded between the respective Post Offices, are maintained where they are not contrary to the stipulations of the present Convention.

ARTICLE XLIII.

Sont maintenues les dispositions des Conventions antérieures qui ont été conclues entre les Bureaux des Postes respectifs, en autant qu'elles ne seraient pas contraires aux stipulations de la présente Convention.

ARTICLE XLIV.

The present Convention shall be ratified, and the ratifications exchanged at London, within one month, or sooner if possible; and it shall come into operation on the first day of December, one thousand eight hundred and forty-four.

ARTICLE XLIV.

La présente Convention sera ratifiée, et les ratifications en seront échangées à Londres dans le délai d'un mois, ou plus tôt si faire se peut, et elle sera mise à exécution le premier Décembre, mil huit cent quarante-quatre.

In witness whereof the respective Plenipotentiaries have signed the present Convention, and have affixed thereto the seal of their arms.

Done in duplicate, at London, the nineteenth day of October, in the year of our Lord one thousand eight hundred and forty-four.

(L.S.) ABERDEEN.
(L.S.) LONSDALE.
(L.S.) SYLVAIN VAN DE WEYER.

En foi de quoi les Plénipotentiaires respectifs ont signé la présente Convention, et y ont apposé le sceau de leurs armes.

Fait à Londres, en double original, le dix-neuvième jour du mois d'Octobre, l'an de Grâce mil huit cent quarante-quatre.

(L.S.) ABERDEEN.
(L.S.) LONSDALE.
(L.S.) SYLVAIN VAN DE WEYER.

ARTICLES

AGREED UPON BETWEEN THE

POST OFFICE OF GREAT BRITAIN

AND THE

POST OFFICE OF BELGIUM,

FOR

CARRYING INTO EXECUTION THE CONVENTION OF OCTOBER 19, 1844.

Signed at Brussels the 6th, and at London the 27th November, 1844.

Presented to both Houses of Parliament by Command of Her Majesty.
1845.

LONDON:
PRINTED BY T. R. HARRISON.

ARTICLES agreed upon between the Post Office of Great Britain and the Post Office of Belgium for carrying into execution the Convention of October 19, 1844.

Signed at Brussels the 6th, and at London the 27th November, 1844.

Articles agreed upon between the Post Office of Great Britain and the Post Office of Belgium, for carrying into execution the Convention of October 19, 1844.

IN pursuance of Article XLI of the Convention of 19th October, 1844, between Great Britain and Belgium, which leaves to the two Post Offices the regulation, immediately after the exchange of the ratifications of the said Convention, of the form in which the accounts for the transmission of correspondence are to be made up, as well as of all other matters of detail, which are to be arranged by mutual consent for ensuring the execution from the 1st day of December next, of the stipulations contained in the said Convention,—

The Undersigned, duly authorized for that purpose by their respective Offices, have agreed upon the following Articles:—

CHAPTER I.

Regulations between the respective Offices of Exchange.

ARTICLE I.

The following shall be the regulations for the exchange of mails between the British and the Belgian Offices:—

1. The Office of Ostend shall exchange mails with the Offices of London and Dover;

2. The Office of Antwerp shall exchange mails with the Office of London.

Articles convenus entre l'Office des Postes de Belgique, et l'Office des Postes de la Grande Bretagne, pour l'exécution de la Convention du 19 Octobre, 1844.

EN exécution de l'Article XLI de la Convention du 19 Octobre, 1844, entre la Belgique et la Grande Bretagne, qui confie aux Offices des Postes des deux pays le soin de régler, aussitôt après l'échange des ratifications de la dite Convention, la forme à donner aux comptes de la transmission des correspondances, et toutes autres mesures de détail et d'ordre qui devront être arrêtées de concert pour procurer l'exécution à partir du 1er Décembre prochain, des stipulations contenues dans cette Convention,—

Les Soussignés, dûment autorisés à cet effet par leurs Offices respectifs, sont convenus des Articles suivans:—

CHAPITRE I.

Relations entre les Bureaux d'Echanges respectifs.

ARTICLE I.

Les relations entre les Bureaux d'Echange Belges et Britanniques, seront établies de la manière suivante, savoir:—

1°. Le Bureau d'Ostende correspondra avec ceux de Londres et Douvres;

2°. Le Bureau d'Anvers avec celui de Londres.

ARTICLE II.

The ordinary mails despatched from the Office of Ostend to the Office of London shall comprise all the correspondence originating in Belgium and in the foreign countries, the correspondence of which shall be transmitted through Belgium for the United Kingdom of Great Britain and Ireland, its colonies and countries beyond sea, with the exception of the English towns mentioned in Table No. 1.

ARTICLE II.

Les dépêches ordinaires du Bureau d'Ostende pour celui de Londres comprendront toutes les correspondances originaires de Belgique et des pays étrangers auxquels elle sert d'intermédiaire pour le Royaume Uni de la Grande Bretagne et d'Irlande, les colonies et pays d'outre-mer, à l'exception des villes de l'Angleterre portées dans le Tableau No. 1.

ARTICLE III.

Reciprocally, the ordinary mails despatched from the Office of London to the Office of Ostend shall comprise all the correspondence originating in the United Kingdom of Great Britain and Ireland, its colonies and countries beyond sea, with the exception of the English towns mentioned in Table No. 1, annexed to the present Articles, for Belgium and the various States of the Continent, the correspondence of which shall be transmitted through Belgium.

ARTICLE III.

Réciproquement, les dépêches ordinaires du Bureau de Londres pour celui d'Ostende comprendront toutes les correspondances originaires du Royaume Uni de la Grande Bretagne et d'Irlande, des colonies et pays d'outre-mer, à l'exception des villes d'Angleterre désignées dans le Tableau faisant suite aux présens Articles, sous le No. 1, pour la Belgique et les divers Etats du Continent auxquels l'Office Britannique transmettra sa correspondance par l'intermédiaire de l'Office Belge.

ARTICLE IV.

The ordinary mails despatched from the Office of Ostend to the Office of Dover shall comprise all the correspondence originating in Belgium and in the foreign countries, the correspondence of which shall be transmitted through Belgium, for the English towns mentioned in Table No. 1.

ARTICLE IV.

Les dépêches ordinaires du Bureau d'Ostende pour le Bureau de Douvres comprendront toutes les correspondances originaires de Belgique et des pays étrangers qui empruntent son intermédiaire, pour les villes de l'Angleterre portées dans le Tableau No. 1.

ARTICLE V.

Reciprocally, the ordinary mails despatched from the Office of Dover to the Office of Ostend shall comprise all the correspondence originating in the English towns mentioned in Table No. 1, annexed to the present Articles, for Belgium and the various States of the Continent, the correspondence of which shall be transmitted through Belgium.

ARTICLE V.

Réciproquement, les dépêches ordinaires du Bureau de Douvres pour le Bureau d'Ostende comprendront toutes les correspondances originaires des villes de l'Angleterre désignées dans le Tableau faisant suite aux présens Articles, sous le No. 1, pour la Belgique et les divers Etats du Continent auxquels l'Office Britannique fera parvenir sa correspondance par l'intermédiaire de l'Office Belge.

ARTICLE VI.

The supplementary mails which the Belgian Office of Exchange of Ostend, on the one part, and the British Offices of London and Dover on the other, may, conformably to Article XIII of the Convention of 19th October, 1844, exchange by means of private steam-packets, shall comprise only such correspondence as the senders shall expressly desire to be forwarded by these means; and, in this case, the intention of the said senders must be expressed by writing on the address, *Private Ships.*

ARTICLE VI.

Les dépêches supplémentaires que pourront s'expédier réciproquement, en vertu de l'Article XIII de la Convention du 19 Octobre, 1844, le Bureau d'Echange Belge d'Ostende, d'une part, et les Bureaux Britanniques de Londres et Douvres de l'autre, par les paquebots à vapeur des entreprises particulières, ne comprendront que les correspondances que les envoyeurs voudront expressément diriger par cette voie; et, dans ce cas, leur intention devra être exprimée sur l'adresse en ces termes, *Paquebots Particuliers.*

ARTICLE VII.

The mails which the Offices of Antwerp and London may exchange by means of private steam-packets shall equally comprise only such correspondence as the senders shall expressly desire to be forwarded by these means; and, in that case, the intention of the said senders must be expressed by writing on the address, *Private Ships*, viâ *Antwerp.*

ARTICLE VII.

Les dépêches que les Bureaux d'Anvers et de Londres s'expédieront réciproquement par les bateaux à vapeur des entreprises particulières, ne comprendront également que les correspondances que les envoyeurs, voudront expressément diriger par cette voie, et, dans ce cas, leur intention devra être exprimée sur l'adresse en ces termes, *Paquebots Particuliers par Anvers.*

CHAPTER II.

Regulations for the Transit of various descriptions of Correspondence.

CHAPITRE II.

Conditions particulières du Transit de certaines Correspondances.

ARTICLE VIII.

The payment of the postage of letters addressed to the colonies and countries beyond sea, which are to be conveyed by means of regular packets leaving the ports of the United Kingdom, is either optional or compulsory.

It is optional for the British colonies and possessions mentioned in Table No. 2, annexed to the present Articles.

It is compulsory for all the countries and settlements beyond sea, which are served by the said pac-

ARTICLE VIII.

L'affranchissement des lettres destinées pour les colonies et pays d'outre-mer, dont le transport devra être effectué par le moyen des paquebots réguliers partant des ports du Royaume Uni, est facultatif ou obligatoire.

Il est facultatif pour les colonies et possessions Anglaises qui sont désignées dans le Tableau faisant suite aux présens Articles sous le No. 2.

Il est obligatoire pour tous les pays et établissemens d'outre-mer desservis par les dits paquebots, et

kets, and mentioned in Table No. 3, annexed to the present Articles.

The payment of letters addressed to the colonies and countries beyond sea, wherever the same may be situated, which the two Offices shall forward mutually to each other, to be conveyed by private ships leaving the ports of either State, shall always be compulsory.

The Tables No. 2 and 3, referred to, show the postage which is to be accounted for to the British Office by the Belgian Office for paid letters addressed to the British colonies and possessions, and to other countries beyond sea, as well as for unpaid letters which have originated in the colonies and countries beyond sea.

qui sont désignés dans le Tableau faisant suite aux présens Articles sous le No. 3.

L'affranchissement des lettres destinées pour les colonies et pays d'outre-mer, sans distinction de parages, que se livreront mutuellement les deux Offices, pour être transportées par les bâtimens du commerce partant des ports de l'un ou l'autre Etat, sera toujours obligatoire.

Les Tableaux No. 2 et 3, mentionnés au présent Article, indiquent le port qui devra être bonifié à l'Office Britannique par l'Office de Belgique pour les lettres affranchies destinées pour les colonies et possessions Britanniques et les autres pays d'outre-mer, ainsi que pour celles non affranchies originaires des colonies et pays d'outre-mer.

ARTICLE IX.

When the writers of letters addressed to the colonies and countries beyond sea, which the two Offices shall forward mutually to each other to be transmitted from their respective ports, shall wish them to be conveyed by private ships leaving those ports, such intention must be expressed by writing on the address *Bâtimens du Commerce*, or *Private Ships*.

In all cases where such direction is not given, letters addressed to the colonies and countries beyond sea, wherever the same may be situated, which the two Offices may forward to each other, shall be transmitted by means of the regular packets maintained or freighted by their respective Governments, unless the payment of the said letters be compulsory, in which case they shall be returned to the Office from which they were forwarded, in the manner prescribed by Article XXXVII of the Convention of the 19th October, 1844.

ARTICLE IX.

Lorsque les auteurs des lettres pour les colonies et pays d'outre mer, que se livreront mutuellement les deux Offices, pour être ultérieurement expédiées de leurs ports respectifs, voudront qu'elles soient transportées par les bâtimens du commerce partant de ces ports, l'intention devra en être exprimée sur l'adresse par ces mots, *Bâtimens du Commerce*, ou *Private Ships*.

A défaut de cette indication les lettres pour les colonies et pays d'outre-mer, sans distinction de parages, livrées mutuellement par les deux Offices, seront acheminées au moyen de paquebots réguliers entretenus ou frêtés par leurs Gouvernemens respectifs, à moins que l'affranchissement de ces lettres ne soit obligatoire, auquel cas elles seront rendues à l'Office envoyeur, dans les formes prescrites par l'Article XXXVII de la Convention du 19 Octobre, 1844.

CHAPTER III.

Progressive Rates of Postage according to the Weight of Letters.

ARTICLE X.

The progressive scale of the Belgian rates of postage, according to weight, applicable to the letters mentioned in Article XIX of the Convention of 19th October, 1844, is fixed as follows :—

1. Under ten grammes, one single rate;

2. From ten grammes to fifteen grammes inclusively, one rate and a-half;

3. From fifteen grammes to twenty grammes inclusively, two rates;

4. From twenty grammes to thirty grammes inclusively, two rates and a-half;

5. And so on; one half rate being added for every ten grammes;

It is understood, nevertheless, that the British Office shall charge, for every quarter of an ounce, one whole rate on paid letters delivered to Belgium, as well as upon unpaid letters coming from Belgium, for that portion of postage representing the sum to be accounted for to the Belgian Office, pursuant to the Convention of 19th October, 1844.

ARTICLE XI.

The progressive scale of the British rates of postage, according to weight, applicable to the letters mentioned in Articles XIX and XXIV of the aforesaid Convention, is fixed as follows :—

1. for every letter not exceeding half an ounce in weight, one single rate;

2. Above half an ounce, but not exceeding one ounce, two rates;

3. Above one ounce, but not exceeding two ounces, four rates;

4. Above two ounces, but not exceeding three ounces, six rates;

5. Above three ounces, but not

CHAPITRE III.

Progression de la Taxe des Lettres en raison de leur Poids.

ARTICLE X.

La progression de la taxe Belge en raison du poids, applicable aux lettres mentionnées dans l'Article XIX de la Convention du 19 Octobre, 1844, est fixée ainsi qu'il suit, savoir :—

1°. Au-dessus de dix grammes, une fois le port;

2°. De dix à quinze grammes inclusivement, une fois et demie le port;

3°. De quinze à vingt grammes inclusivement, deux fois le port;

4°. De vingt à trente grammes inclusivement, deux fois et demie le port;

5°. Et ainsi de suite, en ajoutant de dix en dix grammes, la moitié du port en sus.

Toutefois il est entendu que l'Office Britannique percevra, de quart d'once en quart d'once, un port entier sur les lettres affranchies livrées à la Belgique, comme sur les lettres non-affranchies reçues de la Belgique, pour la portion de port représentant la taxe à rembourser à l'Office Belge, en vertu de la Convention du 19 Octobre, 1844.

ARTICLE XI.

La progression de la taxe Britannique, en raison du poids, applicable aux lettres mentionnées dans les Articles XIX et XXIV de la Convention précitée, est fixée ainsi qu'il suit, savoir :—

1°. Pour toute lettre dont le poids n'excède pas une demi once, un port simple;

2°. Au-dessus d'une demi once, et n'excédant pas une once, deux ports;

3°. Au-dessus d'une once, et n'excédant pas deux onces, quatre ports;

4°. Au-dessus de deux onces, et n'excédant pas trois onces, six ports;

5°. Au-dessus de trois onces, et

exceeding four ounces, eight rates; and so on, two rates being added for every ounce, or fraction of an ounce.

n'excédant pas quatre onces, huit ports; et ainsi de suite, en ajoutant deux ports pour chaque once, ou fraction d'once, au-dessus de l'once.

CHAPTER IV.

Letter-Bills, Acknowledgments of Receipts, Weights and Stamps.

ARTICLE XII.

Every mail, whether ordinary or supplementary, passing between the Offices of Exchange of the respective Post Offices, shall be accompanied by a letter-bill, specifying, according to the classifications established by the Convention of 19th October, 1844, the nature and weight of the articles contained in the said mail.

The Office to which the mail is addressed, shall return by the next post, an acknowledgment of receipt to the Office from which it was transmitted.

The forms of letter-bills and acknowledgments of receipt for the use of the respective Offices of Exchange shall be made according to the forms agreed upon and annexed to the present Articles.

ARTICLE XIII.

If it should happen at the usual period for making up the mails, whether ordinary or supplementary, that there should not be any letters from either of the Offices of Exchange for the corresponding Office, a despatch, containing only a blank letter-bill, shall nevertheless be sent.

The Offices of Exchange authorized to despatch supplementary mails to the corresponding Offices, shall make a distinction between the supplementary and ordinary mails, by writing at the top of the letter-bill which shall accompany the former, *Supplementary Mail.*

The acknowledgment of the receipt of the said supplementary mails shall bear a similar inscription.

CHAPITRE IV.

Feuilles d'Avis, Accusés de Réceptions, Poids et Timbres.

ARTICLE XII.

Chacune des dépêches ordinaires ou supplémentaires expédiées entre les Bureaux d'Echange des Offices respectifs, sera accompagnée d'une feuille d'avis sur laquelle ces Bureaux énonceront, avec les classifications établies par la Convention du 19 Octobre, 1844, la nature et le poids des objets que la dépêche contiendra.

Le Bureau au quel la dépêche aura été adressée, en accusera réception au Bureau envoyeur par le plus prochain courrier.

Les feuilles d'avis et accusés de réception, à l'usage des Bureaux d'Echange respectifs, seront conformes aux modèles paraphés qui sont joints aux présens Articles.

ARTICLE XIII.

Dans le cas où, aux jours fixés pour l'expédition des dépêches ordinaires ou supplémentaires, un des Bureaux d'Echange des Offices respectifs n'aurait aucune lettre à adresser au Bureau correspondant, ce Bureau d'Echange n'en devra pas moins former une dépêche qui sera composée seulement d'une feuille d'avis négative.

Les Bureaux d'Echange autorisés à expédier aux Bureaux correspondans des dépêches par voie supplémentaire, feront la distinction entre les dépêches supplémentaires et les dépêches ordinaires, en écrivant en tête des feuilles d'avis qui accompagneront ces premières, *Dépêche Supplémentaire.*

L'accusé de réception de cette dépêche contiendra la même mention.

ARTICLE XIV.

For the mutual transmission of ordinary or registered letters and patterns of goods, the Belgian Offices of Exchange shall uniformly make use of weights having the gramme for unit; and the Offices of Exchange for the United Kingdom, its possessions and settlements, shall uniformly make use of weights having the British ounce for unit, with its divisions into half ounces and quarters of an ounce.

The ordinary or registered letters and patterns of goods shall be weighed by the Offices forwarding them, previous to their being tied up into parcels and wrapped in papers; and, in like manner, the verification of the weight of the same, as stated in the letter-bills, shall not take place in the corresponding Offices, till after the despatches have been separated from the string and paper in which they were bound up.

It is agreed that in everything that relates to the execution of the Convention, each British ounce shall be considered as equivalent to thirty grammes, Belgian weight.

ARTICLE XIV.

Pour la transmission réciproque des lettres ordinaires ou chargées et échantillons de marchandises, les Bureaux d'Echange Belges feront uniformément usage de poids dont le gramme sera l'unité; et les Bureaux d'Echange du Royaume Uni ou de ses possessions et établissemens, feront uniformément usage de poids dont l'unité sera l'once Britannique, avec ses divisions en demi once et quart d'once.

Les lettres ordinaires ou chargées et échantillons de marchandises devront être pesés par les Bureaux d'Echange expéditeurs, avant d'avoir été ficelés et enveloppés; de même que la vérification du poids de ces objets, énoncé sur la feuille d'avis, ne devra avoir lieu, de la part des Bureaux correspondans, qu'après que ces Bureaux auront séparé les dits objets des feuilles et enveloppes qui servaient à les contenir.

Il est convenu que pour tout ce qui se rapporte à l'exécution de la Convention, chaque once Britannique sera assimilée à trente grammes, poids de Belgique.

ARTICLE XV.

In addition to the local and dated stamp with which ordinary or registered letters and patterns of goods, exchanged between the respective Offices, must be marked, such of those articles as have been paid to their destination shall bear plainly impressed on the address, another stamp with the initials P. D.

Articles of a like nature, exchanged between the same Offices, and addressed paid to the colonies and countries beyond sea, shall also be marked with the stamp P. D.

Those of the above-mentioned articles, which, in conformity with the Convention of 19th October, 1844, must be forwarded by the British Post Office to the Post Office of Belgium, paid to the frontier of the British territory, shall be marked, in the Post Offices of the

ARTICLE XV.

Indépendamment du timbre d'origine et à-dates, dont devront être frappés les lettres ordinaires ou chargées et échantillons de marchandises transmis réciproquement par les Offices respectifs, ceux de ces objets qui auront été affranchis jusqu'à destination recevront, dans un endroit apparent de l'adresse, l'empreinte d'un timbre portant les initiales P. D.

Les objets de même nature, livrés également de part et d'autre affranchis, et qui seront destinés pour les colonies et pays d'outre-mer, devront aussi être frappés du timbre P. D.

Ceux des objets susmentionnés qui, aux termes de la Convention du 19 Octobre, 1844, doivent être livrés par l'Office des Postes Britanniques à l'Office des Postes de Belgique, affranchis jusqu'à la limite du territoire de la Grande Bretagne, seront frappés dans les

United Kingdom, its possessions and settlements, with a stamp bearing the initial P.

Bureaux de Poste du Royaume Uni ou de ses possessions ou établissemens, d'un timbre portant l'initiale P.

CHAPTER V.

Registered Letters.

ARTICLE XVI.

It is agreed that the weight of registered letters, sent from one country to the other, shall be included in that of the ordinary prepaid letters; and that each Office shall retain the extra postage which shall have been charged in its territory, in conformity with the stipulations in Article XVI of the Convention of 19th October, 1844, so that this surplus shall not give rise to any account between the two Offices.

ARTICLE XVII.

Registered letters from foreign countries shall be reciprocally exchanged between the Belgian and British Offices, with the same precautions used for registered letters posted in the two countries, and without any additional postage.

ARTICLE XVIII.

The addresses of registered letters shall be inserted in the table which is prepared for that purpose in the letter-bill, with such particulars as are pointed out by the said table.

These letters shall be tied up together with a cross string, the ends of which shall be made fast to the bottom of the letter-bill of the sending Office, by means of a seal made of sealing-wax.

CHAPITRE V.

Lettres Chargées.

ARTICLE XVI.

Il est convenu que le poids des lettres chargées envoyées d'un pays dans l'autre, sera compris dans celui des affranchissemens ordinaires, et que chaque Office retiendra à son profit l'augmentation de port qui aura été perçue dans son pays, conformément aux dispositions de l'Article XVI de la Convention du 19 Octobre, 1844, de sorte que ce surplus ne donnera lieu à aucun décompte entre les deux Offices.

ARTICLE XVII.

Les lettres chargées venant des pays étrangers seront réciproquement livrées par les deux Offices de Belgique et de la Grande Bretagne, avec les précautions usitées pour les lettres chargées déposées dans les deux pays, et sans augmentation de port.

ARTICLE XVIII.

Les lettres chargées seront inscrites nominativement au tableau pour ordre qui termine la feuille d'avis, avec les détails que ce tableau comporte.

Ces lettres seront réunies par un croisé de ficelle, et les bouts de cette ficelle seront attachés au bas de la feuille d'avis du Bureau envoyeur, au moyen d'un cachet en cire fine.

CHAPTER VI.

Dead Letters.

ARTICLE XIX.

The postage of all dead letters which are to be mutually returned, in conformity with Article XXXVII of the Convention of 19th October, 1844, shall be allowed in discharge of the account of the Office to which the said letters have been originally transmitted, but only upon such letters as have not been opened; except, however, in the case provided for by Article XXXVIII of the said Convention, as regards letters which have been conveyed in transit, and which cannot be produced.

ARTICLE XX.

Letters forwarded for the purpose of annoying or injuring the parties to whom they were addressed, the postage of which both Offices are authorized to return to the public, even after they have been opened, may be included and admitted with dead letters and newspapers, which are to be mutually returned.

CHAPITRE VI.

Rebuts.

ARTICLE XIX.

Le port ou le prix des lettres tombées en rebut, pour quelque cause que ce soit, que les deux Offices se renverront, en vertu de l'Article XXXVII de la Convention du 19 Octobre, 1844, ne sera admis à la décharge de l'Office auquel ces lettres auront été originairement transmises, qu'autant que l'état de leurs cachets ne donnera pas lieu de supposer qu'elles ont pu être lues par les destinataires, et sauf les réserves faites par l'Article XXXVIII de la dite Convention, pour les lettres parvenues en transit, et qui ne pourraient pas être produites à l'Office envoyeur.

ARTICLE XX.

Les lettres injurieuses, et les lettres dites *d'attrape*, dont les deux Offices sont autorisés par leurs réglemens à rembourser le port aux destinataires, pourront être comprises et admises dans les rebuts renvoyés réciproquement, quand bien même ces lettres auraient été ouvertes.

CHAPTER VII.

Accounts of the Reciprocal Transmission of Correspondence.

ARTICLE XXI.

The Post Office of the United Kingdom shall prepare every month separate accounts exhibiting the results of the exchange of correspondence between the respective

CHAPITRE VII.

Comptes de la Transmission Réciproque des Correspondances.

ARTICLE XXI.

Il sera dressé chaque mois à la diligence de l'Office des Postes de la Grande Bretagne, des comptes particuliers, résumant les faits de transmission des correspondances

Offices. Such accounts shall be founded upon the receipts of the respective Offices during the month.

The separate accounts shall be immediately incorporated in a general account, which shall exhibit the result of the exchange of correspondence, whether in ordinary or closed mails, during the month.

The separate and general accounts shall be made up according to the forms agreed upon and annexed to the present Articles.

Done in duplicate at Brussels, the sixth day, and at London, the twenty-seventh day, of the month of November, one thousand eight hundred and forty-four.

(Signed) W. L. MABERLY.

Approved

(Signed) LONSDALE.

entre les Bureaux d'Echange respectifs. Ces comptes auront pour base et pour justification les accusés de réception des envois effectués de part et d'autre, pendant la période mensuelle.

Les comptes particuliers seront immédiatement récapitulés dans un compte général destiné à présenter les résultats définitifs de la transmission des correspondances, tant à découvert qu'en dépêches closes, effectuée pendant le mois révolu.

Les comptes particuliers et généraux seront conformes aux modèles paraphés qui sont annexés aux présens Articles.

Fait en double original à Bruxelles, le sixième jour, et à Londres, le vingt-septième jour, du mois de Novembre, mil huit cent quarante-quatre.

(Signé) BAREEL.

Approuvé

(Signé) DESCHAMPS.

Table No. 1.

List of the English Towns, the Correspondence of which, to and from Belgium, and to and from Countries through Belgium, should be forwarded by Dover.

No.	Towns.	Counties.
1	Ashford	Kent.
2	Bedenden	
3	Canterbury . ..	
4	Chatham	
5	Cranbrook	
6	Dartford	
7	Deal	
8	Dover	
9	Faversham . ..	
10	Folkestone . ..	
11	Gravesend . ..	
12	Hastings	Sussex.
13	Hythe	Kent.
14	Maidstone	
15	Margate	
16	New Romney ..	
17	Queenborough ..	
18	Ramsgate	
19	Rochester	
20	Rye	Sussex.
21	Sandwich	Kent.
22	Sheerness	
23	Shooters' Hill ..	
24	Sittingbourne ..	
25	St. Leonard's ..	Sussex.
26	Walmer	Kent.

Tableau No. 1.

Nomenclature des Villes de l'Angleterre, dont la Correspondance pour la Belgique, et les Pays qui empruntent son territoire, doit être dirigée par Douvres, et réciproquement.

No. d'ordre.	Villes.	Comtés.
1	Ashford	Kent.
2	Bedenden	
3	Canterbury . ..	
4	Chatham	
5	Cranbrook	
6	Dartford	
7	Deal	
8	Dover (Douvres) ..	
9	Faversham	
10	Folkestone	
11	Gravesend	
12	Hastings	Sussex.
13	Hythe	Kent.'
14	Maidstone	
15	Margate	
16	New Romney ..	
17	Queenborough ..	
18	Ramsgate	
19	Rochester	
20	Rye	Sussex.
21	Sandwich	Kent.
22	Sheerness	
23	Shooters' Hill ..	
24	Sittingbourne ..	
25	St. Leonard's ..	Sussex.
26	Walmer	Kent.

Table No. 2.

List of British Colonies and Possessions in which Great Britain maintains Post Offices, with the rates of Postage on letters to and from Belgium, and to and from Countries in transit through Belgium, the payment of which is optional.

Names of the Colonies and Possessions.	Rates per single Letter.	Ports of Departure and Arrival.	Days on which Mails are made up in London.	Observations.
	s. *d.*			
West Indies.				
Antigua				
Barbadoes				
Cariacou				
Demerara				
Dominica				
Essequibo				
Grenada				
Kingston, Port and Town of (Jamaica)	1 8			
Montserrat ..				
Nevis				
St. Lucia		Southampton.	2nd and 17th of each month. (1)	(1) When the 2nd falls on a Sunday, the mail is made up on the previous evening. When the 17th falls on a Sunday, the mail is made up on the following morning.
St. Kitts				
St. Vincent ..				
Tobago				
Tortola				
Trinidad				
Berbice	1 10			
Jamaica (Port & Town of Kingston excepted)				
Bahamas.. ..	1 8	Southampton.	2nd of each month. (1)	
North America.				
Canada				
New Brunswick ..				
Nova Scotia (Port and Town of Halifax excepted)	1 10	Liverpool.	3rd and 18th of each month. (2)	(2) Except during the months of December, January, February, and March, during which months the mails are despatched on the 3rd only. When the 3rd or 18th falls on a Sunday, the mail is made up in London on the following evening.
Prince Edward's Island				
Bermuda				
Newfoundland ..	1 8	Liverpool.	Ditto.	
Halifax (Port & Town of Nova Scotia)				
Mediterranean.				
Gibraltar	..	.. ..	Every Thursday.	
Malta	1 8	Southampton.	Every 15 days. (3)	(3) That is, the 3rd morning of each month, and the Thursday nearest to the 15th of each month, either before or after the 15th. When the 3rd falls on a Sunday, the mail is made up on the previous evening.
Ionian Islands ..				
Hong Kong (China)..	1 8	Southampton.	3rd of each month.	

Tableau No. 2.

Nomenclature des Colonies et Possessions Anglaises, où l'Office Britannique entretient des Bureaux de Poste, et à l'egard des quelles l'affranchissement des lettres est facultatif, avec indication de la taxe à appliquer tant aux lettres non-affranchies de ces Colonies et Possessions à destination de la Belgique, ou des Etats auxquels elle sert d'intermédiaire, qu'aux lettres affranchies en Belgique ou dans les dits Etats pour ces mêmes Colonies et Possessions.

Désignation des Colonies et Possessions.	Taxe par Lettre simple.	Ports de l'Angleterre d'où partent et où arrivent les paquebots.	Epoques des Expéditions de Londres.	Observations.
	s. d.			
Indes Occidentales.				
Antigua				
La Barbade				
Cariacou				
Démérary				
La Dominique. ..				
Essequibo				
La Grenade				
Le Port et la Ville de Kingston (Jamaïque)	1 8			
Montserrat				
Nevis				
Ste. Lucie				
St. Christophe ou St. Kitts.		Southampton.	Les 2 et 17 de chaque mois. (1)	(1) Lorsque le 2 tombe au Dimanche, les expéditions ont lieu la veille au soir.
St. Vincent				
Tobago				Lorsque le 17 tombe au Dimanche les expéditions ont lieu le jour suivant au matin.
Tortola				
La Trinité				
Berbice				
La Jamaïque (le Port et la Ville de Kingston excepté).	1 10			
Bahamas	1 8	Southampton.	Le 2 de chaque mois. (1)	
Amerique du Nord.				
Le Canada				
Nouveau Brunswick ..				
Nouvelle Ecosse (à l'exception du Port et de la Ville de Halifax).	1 10	Liverpool.	Les 3 et 18 de chaque mois. (2)	(2) Excepté pendant les mois de Décembre, Janvier, Février, et Mars, durant lesquels les expéditions n'ont lieu que le 3 de chaque mois.
Ile du Prince Edouard				
Les Bermudes ..				
Terre Neuve				
Halifax (le Port et la Ville de Nouvelle Ecosse).	1 8	Liverpool.	Les 3 et 18 de chaque mois. (2)	Lorsque le 3 ou le 18 tombe au Dimanche les expéditions ont lieu de Londres le jour suivant au soir.
Méditerranée.				
Gibraltar	..	.. ..	Tous les Jeudis.	
Malte	1 8	Southampton.	Tous les 15 jours. (3)	(3) C'est-à-dire le 3e jour au matin de chaque mois, et le Jeudi le plus voisin du 15 de chaque mois, soit avant soit après le 15.
Iles Ioniennes ..				
Hong Kong (Chine) .	1 8	Southampton.	Le 3 de chaque mois.	Lorsque le 3 tombe au Dimanche l'expédition a lieu le Samedi soir.

Table No. 3.

List of British Colonies and Possessions in which Great Britain does not maintain Post Offices, and also of Foreign Countries, the correspondence for which originating in Belgium, or in the States of the Continent passing through Belgium, and forwarded through Great Britain, must be pre-paid, with the rates of Postage for which the Office of Belgium is to account to that of Great Britain.

British Colonies and Foreign Countries.	Rates per single Letter.	Routes, Ports of Departure and Arrival.	Days on which Mails are made up in London.	Observations.
	s. *d.*			
East Indies ..				
Ceylon	2 6	*viâ* Marseilles, Suez & Bombay.	7th of each month. (2)	(1) This rate of 2s. 6d. consists of a British charge of 2s. 1d., according to British progression, and a French charge of 5d., to which the French progression is applicable.
Mauritius	(1)			
Australia				
New Zealand ..	1 8	*viâ* Southampton, Suez & Bombay.	3rd of each month. (3)	
Van Diemen's Land				
Egypt and Syria ..	2 2	Southampton.	ditto.	(2) When the 7th falls on a Sunday, the mail is made up in London on the following day.
Greece	2 2	ditto.	Every 15 days. (4)	
Spain	2 10	ditto.	Every Thursday.	(3) When the 3rd falls on a Sunday, the mail is made up in London on the previous evening.
Portugal	2 3			
Azores	2 4			(4) See Note 3, Table 2.
Canary Islands ..				
Brazils	3 3	Falmouth.	1st Tuesday in each month.	
Buenos Ayres ..	3 1			
Monte Video ..				
Venezuela				
Honduras				
Panama	1 8	Southampton.	2nd of each month. (5)	(5) When the 2nd falls on a Sunday, the mail is made up in London on the previous evening.
Chili and Peru ..				
Mexico	2 9			
New Granada ..				
Madeira	2 4			
Cuba	2 9			
Guadaloupe ..				
Martinique				
Hayti		ditto.	2nd and 17th of each month. (5)	When the 17th falls on a Sunday, the mail is made up in London on the following morning.
Porto Rico ..				
St. Croix	1 11			
St. Eustatius ..				
St. Martin ..				
St. Thomas ..				
United States of America	1 8	Liverpool.	3rd and 18th of each month. (6)	(6) Except during the months of December, January, February, and March, when the mails are despatched only on the 3rd.
Cape of Good Hope, St. Helena, Sierra Leone, Australia, New Zealand, Van Diemen's Land, or any other British Colony, or Foreign Country, when conveyed to or from England by Private Ship.	1 4	Private Ships.	As opportunities offer.	When the 3rd or 18th falls on a Sunday, the mail is made up in London on the following day.

Tableau No. 3.

Nomenclature des Colonies et Possessions Anglaises où l'Office Britannique n'entretient pas de Bureaux de Poste, ainsi que des Pays Etrangers, pour lesquels la correspondance originaire de Belgique, ou des Etats du Continent aux quels elle sert d'intermédiaire, transportée en transit par la Grande Bretagne, doit être affranchie avec indication du Port à bonifier par l'Office de Belgique à l'Office Britannique, pour les correspondances originaires ou à destination des Colonies ou Possessions Britanniques, ou des autres Pays Etrangers mentionnés ci-dessus.

Colonies Anglaises et Pays Etrangers.	Taxe par Lettre simple.	Routes, Ports de Départ et d'Arrivée.	Epoque des Expéditions de Londres.	Observations.
	s. d.			
Indes Orientales ..				
Ceylon	2 6	*viâ* Marseille, Suez & Bombay.	Le 7 de chaque mois. (2)	(1) Cette taxe de 2s. 6d. se compose d'un port Anglais de 2s. 1d., suivant la progression Britannique, et d'une taxe de 5d. soumise à la progression Française.
Mauritius	(1)			
Australie				
Nouvelle Zélande ..	1 8	*viâ* Southampton, Suez & Bombay.	Le 3 de chaque mois. (3)	
Van Diemen's Land				(2) Quand le 7 tombe au Dimanche, l'expédition a lieu de Londres le jour suivant.
Egypte et Syrie ..	2 2	Southampton.	idem.	
Grèce	2 2	ditto.	Tous les 15 jours. (4)	(3) Lorsque le 3 tombe au Dimanche, l'expédition a lieu de Londres la veille au soir.
Espagne	2 10	ditto.	Tous les Jeudis.	
Portugal	2 3			(4) Voir la Note 3 du Tableau No. 2.
Les Açores ..	2 4			
Les Canaries ..				
Le Brésil	3 3	Falmouth.	Le 1er Mardi de chaque mois.	
Buenos Ayres ..	3 1			
Monte Video ..				
Venezuela	1 8	Southampton.	Le 2 de chaque mois. (5)	(5) Lorsque le 2 tombe au Dimanche, l'expédition a lieu de Londres la veille au soir.
Honduras				
Panama				
Chili et le Pérou ..				
Le Mexique. ..	2 9			
La Nouvelle Grenade				
Madère	2 4			Lorsque le 17 tombe au Dimanche, l'expédition a lieu de Londres le jour suivant au matin.
Cuba	2 9			
Guadeloupe . ..	1 11	ditto.	Les 2 et 17 de chaque mois. (5)	
Martinique.. ..				
Hayti				
Porto Rico . ..				
Ste. Croix				
St. Eustache ..				
St. Martin				
St. Thomas ..				
Etats Unis d'Amérique	1 8	Liverpool.	Les 3 et 18 de chaque mois. (6)	(6) Excepté durant les mois de Décembre, Janvier, Février, et Mars, pendant lesquels les départs n'ont lieu que le 3 de chaque mois.
Cap de Bonne Espérance, Ste. Hélène, Sierra Leone, Australie, Nouvelle Zélande, Van Diemen's Land, ou toute autre Colonie Britannique, ou Pays Etranger, lorsque l'expédition se fait de ou pour l'Angleterre par des Navires Particuliers.	1 4	Par des Navires Particuliers.	Quand l'occasion se présente.	Si le 3 ou le 18 tombe au Dimanche, l'expédition a lieu de Londres le jour suivant.

LETTER BILL

For the Correspondence between Great Britain and Belgium.

Mail from to 184

You will find herewith the following Articles, the receipt of which you are requested to acknowledge, viz.:—

	Statement by the British Office.			Verification by the Belgian Office.		
§ I.—*Unpaid Letters, &c., to be placed to the Credit of the British Office.*						
1st. Unpaid Letters from the United Kingdom for Belgium, at 1s. 4d. per ounce	*Ounces.*			*Ounces.*		
2nd. Unpaid Letters from British Colonies and Possessions, and from other Foreign Countries beyond sea, for Belgium, and for States of the Continent in transit through Belgium	£	*s.*	*d.*	£	*s.*	*d.*
3rd. Newspapers from British Colonies and Possessions, and from other Foreign Countries beyond sea, for Belgium, and for States of the Continent in transit through Belgium, at 1d. each Newspaper						
4th. Returned and Missent Letters received from Belgium, at 1 fr. 60 c. per 30 grammes	*Ounces.*			*Ounces.*		
5th. Returned and Missent Letters received from Countries beyond sea, in transit through Belgium, at 3 fr. 60 c. per 30 grammes						
6th. Re-directed Letters for persons who have changed their residence, charged Newspapers, &c.	£	*s.*	*d.*	£	*s.*	*d.*
§ II.—*Paid Letters, &c., to be placed to the Credit of the Belgian Office.*						
7th. Paid Letters from the United Kingdom, and from British Colonies and Possessions, for Belgium, at 1 fr. 60c. per 30 grammes	*Ounces.*			*Ounces.*		
8th. Paid Letters from the United Kingdom for Countries beyond sea, in transit through Belgium, at 3 fr. 60 c. per 30 grammes						
9th. Paid Newspapers from the United Kingdom for Countries beyond sea, in transit through Belgium, at 10 cents. each Newspaper	*Francs.*	*Cents.*		*Francs.*	*Cents.*	

Closed Mails from the British Office in transit through Belgium.

Destination.	Weight of Letters in Ounces.	Number of Newspapers.

FEUILLE D'AVIS

Pour la Correspondance entre la Grande Bretagne et la Belgique.

Dépêche du Bureau d
pour celui d

Départ du 184 .

Vous trouverez ci-joint les Articles suivans dont vous êtes prié d'accuser réception, savoir :—

	Compte de l'Office Britannique.			Vérification en Belgique.		
§ I.—*Lettres non-affranchies, &c., dont le montant doit être porté au Crédit de l'Office Britannique.*	*Onces.*			*Onces.*		
1°. Lettres non-affranchies du Royaume Uni pour la Belgique, à 1s. 4d. l'once.	£	*s.*	*d.*	£	*s.*	*d.*
2°. Lettres non-affranchies des Colonies et Possessions Britanniques, et d'autres Pays d'outre-mer pour la Belgique, et pour les autres Etats du Continent en transit par la Belgique						
3°. Journaux des Colonies Britanniques, &c., pour la Belgique, et pour les autres Etats du Continent en transit par la Belgique, à 1d. la feuille						
	Onces.			*Onces.*		
4°. Lettres renvoyées en déboursés originaires de Belgique, à 1 fr. 60c. les 30 grammes.						
5°. Lettres renvoyées en déboursés originaires des Pays d'outre mer en transit par la Belgique, à 3 fr. 60c. les 30 grammes						
	£	*s.*	*d.*	£	*s.*	*d.*
6°. Lettres adressées à des personnes ayant changé de résidence, Journaux taxés et déboursés divers.						
§ II.—*Lettres affranchies, &c., dont le montant doit être porté au Crédit de l'Office de Belgique.*	*Onces.*			*Onces.*		
7°. Lettres affranchies du Royaume Uni et des Colonies et Possessions Britanniques pour la Belgique, à 1 fr. 60 c. les 30 grammes						
8°. Lettres affranchies du Royaume Uni pour les Pays d'outre-mer en transit par la Belgique, à 3 fr. 60 c. les 30 grammes						
	Francs.	*Cents.*		*Francs.*	*Cents.*	
9°. Journaux affranchis du Royaume Uni pour les Pays d'outre-mer en transit par la Belgique, à 10 cent. la feuille						

Paquets clos de l'Office Britannique en transit par la Belgique.

Destination.	Poids des Lettres en Onces.	Nombre de Journaux.

§ III.—*Letters, Newspapers, &c., which form no Account between the two Offices.*	Number.
10th. Letters from the United Kingdom, &c., for States of the Continent, in transit through Belgium, paid to the frontier of Great Britain	
11th. Newspapers, Periodical Works, &c., from the United Kingdom for Belgium	
12th. Newspapers from the United Kingdom for States of the Continent, in transit through Belgium	

Registered Letters affixed to the present Bill, and included in the foregoing Articles.

No.	Whence sent.	To whom addressed.	Destination.	Weight in Ounces.

§ III.—*Lettres, Journaux, &c., dont il n'est point tenu compte entre les deux Offices.*	Nombre.
10°. Lettres du Royaume Uni, &c., pour les Etats du Continent en transit par la Belgique, affranchies jusqu'à la frontière de la Grande Bretagne	
11°. Journaux, Ouvrages Périodiques, &c., du Royaume Uni pour la Belgique	
12°. Journaux du Royaume Uni pour les Etats du Continent en transit par la Belgique	

Lettres chargees annexées à la présente Feuille d'avis et dont le montant ou le poids est compris dans les Articles ci-dessus.

No. d'ordre.	Lieu d'Origine.	Nom du Destinataire.	Lieu de Destination.	Poids en Onces.

ACKNOWLEDGMENT OF RECEIPT

For the Correspondence between Belgium and Great Britain.

184

The Mail from of the has been received, containing the following Articles, viz. :—

§ I.—*Unpaid Letters, &c., to be placed to the Credit of the Belgian Office.*	Statement by the Belgian Office.		Verification by the British Office.	
1st. Unpaid Letters from Belgium for the United Kingdom and for British Colonies and Possessions, at 1 fr. 60 c. per 30 grammes	*Grammes.*		*Grammes.*	
2nd. Unpaid Letters from Countries beyond sea in transit through Belgium for the United Kingdom, at 3 fr. 60 c. per 30 grammes				
	Francs.	*Cents.*	*Francs.*	*Cents.*
3rd. Newspapers from Countries beyond sea in transit through Belgium for the United Kingdom, at 10 c. each Newspaper				
	Grammes.		*Grammes.*	
4th. Returned and Missent Letters from the United Kingdom, at 1s. 4d. per ounce				
	Francs.	*Cents.*	*Francs.*	*Cents.*
5th. Returned and Missent Letters from British Colonies and other Countries in transit through Great Britain ..				
6th. Re-directed Letters for persons who have changed their residence, charged Newspapers, &c.				

Closed Mails for the British Office in transit through Belgium.

Origin.	Weight of Letters in Grammes.	Number of Newspapers.

§ II.—*Paid Letters, &c., to be placed to the Credit of the British Office.*						
	Grammes.			*Grammes.*		
7th. Paid Letters from Belgium for the United Kingdom, at 1s. 4d. per ounce						
	£	*s.*	*d.*	£	*s.*	*d.*
8th. Paid Letters for British Colonies and Possessions and other Countries in transit through Great Britain from Belgium and from other States of the Continent in transit through Belgium						
9th. Newspapers for British Colonies and Possessions, &c., at 1d. each Newspaper						

ACCUSÉ DE RECEPTION

Pour la Correspondance entre la Belgique et la Grande Bretagne.

La Dépêche expédiée par le Bureau d le 184
a été reçue ; elle contenait les Articles suivans, savoir :—

	Compte De Belgique.		Vérification en Angleterre.	
§ I.—*Lettres non-affranchies, etc., dont le montant doit être porté au Crédit de l'Office de Belgique.*				
1°. Lettres non-affranchies de Belgique pour le Royaume Uni et pour les Colonies et Possessions Anglaises, à 1 fr. 60 c. les 30 grammes	*Grammes.*		*Grammes.*	
2°. Lettres non-affranchies des Pays d'outre-mer en transit par la Belgique pour le Royaume Uni, à 3 fr. 60 c. les 30 grammes				
	Francs.	*Cents.*	*Francs.*	*Cents.*
3°. Journaux des Pays d'outre-mer en transit par la Belgique pour le Royaume Uni, à 10 c. la feuille				
	Grammes.		*Grammes.*	
4°. Lettres renvoyées en déboursés originaires du Royaume Uni, à 1s. 4d. l'once				
	Francs.	*Cents.*	*Francs.*	*Cents.*
5°. Lettres renvoyées en déboursés originaires des Colonies Britanniques et d'autre pays en transit par la Grande Bretagne				
6°. Lettres adressées à des personnes ayant changé de résidence, Journaux taxés et déboursés divers				

Paquets clos adressés à l'Office Britannique en transit par la Belgique.

Origine.	Poids des Lettres en Grammes.	Nombre de Journaux.

§ II.—*Lettres affranchies, etc., dont le montant doit être porté au Crédit de l'Office Britannique.*	*Grammes.*			*Grammes.*		
7°. Lettres affranchies de Belgique pour le Royaume Uni, à 1s. 4d. l'once						
	£	*s.*	*d.*	£	*s.*	*d.*
8°. Lettres affranchies pour les Colonies et Possessions Britanniques et autres pays en transit par la Grande Bretagne, originaires de Belgique et d'autres Etats du Continent auxquels la Belgique sert d'intermédiaire						
9°. Journaux pour les Colonies et Possessions Britanniques, etc., à 1d. par Journal						

§. III.—*Letters, Newspapers, &c., which form no Account between the two Offices.*	Number.
10th. Letters from various States of the Continent for the United Kingdom, paid to the point of egress from Belgium	
11th. Newspapers, Periodical Works, &c., from Belgium for the United Kingdom	
12th. Newspapers from various States of the Continent for the United Kingdom	

Registered Letters affixed to the Bill, and included in the foregoing Articles.

No.	Whence sent.	To whom addressed.	Destination.	Weight in Grammes.

§ III.—*Lettres, Journaux, etc., dont il n'est point tenu compte entre les deux Offices.*	Nombre.
10°. Lettres des divers Etats du Continent pour le Royaume Uni, affranchies jusqu'au point de sortie de Belgique	
11°. Journaux, Ouvrages Périodiques, etc., de Belgique pour le Royaume Uni	
12°. Journaux des divers Etats du Continent pour le Royaume Uni	

Lettres chargées annexées à la présente Feuille d'avis et dont le montant ou le poids est compris dans les Articles ci-dessus.

Numéro d'Ordre.	Lieu d'Origine.	Nom du Destinataire.	Lieu de Destination.	Poids en Grammes.

Certifié par le *des Postes à*

LETTER BILL

For the Correspondence between Belgium and Great Britain.

Mail from to 184 .

You will find herewith the following Articles, the receipt of which you are requested to acknowledge, viz. : —

§ I.—*Unpaid Letters to be placed to the Credit of the Belgian Office.*	Statement by the Belgian Office.		Verification by the British Office.	
1st. Unpaid Letters from Belgium for the United Kingdom and for British Colonies and Possessions, at 1 fr. 60 c. per 30 grammes	*Grammes.*		*Grammes.*	
2nd. Unpaid Letters from Countries beyond sea in transit through Belgium for the United Kingdom, at 3 fr. 60 c. per 30 grammes				
	Francs.	*Cents.*	*Francs.*	*Cents.*
3rd. Newspapers from Countries beyond sea in transit through Belgium for the United Kingdom, at 10c. each Newspaper				
	Grammes.		*Grammes.*	
4th. Returned and Missent Letters from the United Kingdom, at 1s. 4d. per ounce				
	Francs.	*Cents.*	*Francs.*	*Cents.*
5th. Returned and Missent Letters from British Colonies and other Countries in transit through Great Britain ..				
6th. Re-directed Letters for persons who have changed their residence, charged Newspapers, &c.				

Closed Mails for the British Office in transit through Belgium.

Origin.	Weight of Letters in Grammes.	Number of Newspapers.

§ II.—*Paid Letters to be placed to the Credit of the British Office.*						
	Grammes.			*Grammes.*		
7th. Paid Letters from Belgium for the United Kingdom, at 1s. 4d. per ounce						
	£	*s.*	*d.*	£	*s.*	*d.*
8th. Paid Letters for British Colonies and Possessions, and other Countries in transit through Great Britain, from Belgium and from other States of the Continent in transit through Belgium						
9th. Newspapers for British Colonies and Possessions, &c., at 1d. each Newspaper						

FEUILLE D'AVIS

Pour la Correspondance entre la Belgique et la Grande Bretagne.

Dépêche du Bureau d
pour celui d

Départ du 184 .

Vous trouverez ci-joint les Articles suivans dont vous êtes prié d'accuser réception, savoir: —

§ I.—*Lettres non-affranchies, etc., dont le montant doit être porté au Crédit de l'Office de Belgique.*	Compte de Belgique.		Vérification en Angleterre.	
1°. Lettres non-affranchies de Belgique pour le Royaume Uni et pour les Colonies et Possessions Anglaises, à 1 fr. 60 c. les 30 grammes	*Grammes.*		*Grammes.*	
2°. Lettres non-affranchies des Pays d'outre-mer en transit par la Belgique pour le Royaume Uni, à 3 fr. 60 c. les 30 grammes				
	Francs.	*Cents.*	*Francs.*	*Cents.*
3°. Journaux des Pays d'outre-mer en transit par la Belgique pour le Royaume Uni, à 10 c. la feuille				
	Grammes.		*Grammes.*	
4°. Lettres renvoyées en déboursés originaires du Royaume Uni, à 1s. 4d. l'once				
	Francs.	*Cents.*	*Francs.*	*Cents.*
5°. Lettres renvoyées en déboursés originaires des Colonies Britanniques et d'autre Pays en transit par la Grande Bretagne				
6°. Lettres adressées à des personnes ayant changé de résidence, journaux taxés et déboursés divers				

Paquets clos adressés à l'Office Britannique en transit par la Belgique.

Origine.	Poids des Lettres en Grammes.	Nombre de Journaux.

§ II.—*Lettres affranchies, etc., dont le montant doit être porté au Crédit de l'Office Britannique.*						
	Grammes.			*Grammes.*		
7°. Lettres affranchies de Belgique pour le Royaume Uni, à 1s. 4d. l'once						
	£	*s.*	*d.*	£	*s.*	*d.*
8°. Lettres affranchies pour les Colonies et Possessions Britanniques et autres Pays en transit par la Grande Bretagne, originaires de Belgique et d'autres Etats du Continent auxquels la Belgique sert d'intermédiaire						
9°. Journaux pour les Colonies et Possessions Britanniques, etc., à 1d. par Journal						

§ III.—*Letters, Newspapers, &c., which form no Account between the two Offices.*	Number.
10th. Letters from various States of the Continent for the United Kingdom paid to the point of egress from Belgium	
11th. Newspapers, Periodical Works, &c., from Belgium for the United Kingdom	
12th. Newspapers from various States of the Continent for the United Kingdom	

Registered Letters affixed to the present Bill, and included in the foregoing Articles.

No.	Whence sent.	To whom addressed.	Destination.	Weight in Grammes.

§ III.—*Lettres, Journaux, etc., dont il n'est point tenu compte entre les deux Offices.*	Nombre.
10°. Lettres des divers Etats du Continent pour le Royaume Uni, affranchies jusqu'au point de sortie de Belgique	
11 . Journaux, Ouvrages Périodiques, etc., de Belgique pour le Royaume Uni	
12°. Journaux des divers Etats du Continent pour le Royaume Uni	

Lettres chargées annexées à la présente Feuille d'avis et dont le montant ou le poids est compris dans les Articles ci-dessus.

No. d'ordre.	Lieu d'Origine.	Nom du Destinataire.	Lieu de Destination.	Poids en Grammes.

ACKNOWLEDGMENT OF RECEIPT

For the Correspondence between Great Britain and Belgium.

184

The Mail from of the has been received, containing the following Articles:—

	Statement by the British Office.			Verification by the Belgian Office.		
§ I.—*Unpaid Letters, &c., to be placed to the Credit of the British Office.*						
1st. Unpaid Letters from the United Kingdom for Belgium, at 1s. 4d. per ounce	*Ounces.*			*Ounces.*		
2nd. Unpaid Letters from British Colonies and Possessions, and from other Foreign Countries beyond sea, for Belgium and for States of the Continent in transit through Belgium	£	*s.*	*d.*	£	*s.*	*d.*
3rd. Newspapers from British Colonies, &c., for Belgium and for States of the Continent in transit through Belgium, at 1d. each Newspaper						
4th. Returned and Missent Letters received from Belgium, at 1 fr. 60 c. per 30 grammes	*Ounces.*			*Ounces.*		
5th. Returned and Missent Letters received from Countries beyond sea in transit through Belgium, at 3 fr. 60 c. per 30 grammes						
6th. Re-directed Letters for persons who have changed their residence, charged Newspapers, &c.	£	*s.*	*d.*	£	*s.*	*d.*
§ II.—*Paid Letters, &c., to be placed to the Credit of the Belgian Office.*	*Ounces.*			*Ounces.*		
7th. Paid Letters from the United Kingdom and from British Colonies and Possessions for Belgium, at 1 fr. 60 c. per 30 grammes						
8th. Paid Letters from the United Kingdom for Countries beyond sea in transit through Belgium, at 3 fr. 60 c. per 30 grammes						
9th. Paid Newspapers from the United Kingdom for Countries beyond sea in transit through Belgium, at 10 c. each Newspaper	*Francs.*	*Cents.*		*Francs.*	*Cents.*	

Closed Mails from the British Office in transit through Belgium.

Destination.	Weight of Letters in Ounces.	Number of Newspapers.

ACCUSÉ DE RECEPTION

Pour la Correspondance entre la Grande Bretagne et la Belgique.

La Dépêche expédiée par le Bureau d le 184
a été reçue ; elle contenait les Articles suivans, savoir :—

	Compte de l'Office Britannique.			Vérification en Belgique.		
§ I.—*Lettres non-affranchies, etc., dont le montant doit être porté au Crédit de l'Office Britannique.*						
1°. Lettres non-affranchies du Royaume Uni pour la Belgique, à 1s. 4d. l'once	*Onces.*			*Onces.*		
2°. Lettres non-affranchies des Colonies et Possessions Britanniques et d'autres Pays d'outre-mer pour la Belgique et pour les autres Etats du Continent en transit par la Belgique	£	*s.*	*d.*	£	*s.*	*d.*
3°. Journaux des Colonies Britanniques, etc., pour la Belgique et pour les autres Etats du Continent en transit par la Belgique, à 1d. la feuille						
4°. Lettres renvoyées en déboursés originaires de Belgique, à 1 fr. 60 c. les 30 grammes	*Onces.*			*Onces.*		
5°. Lettres renvoyées en déboursés originaires des Pays d'outre mer en transit par la Belgique, à 3 fr. 60 c. les 30 grammes	£	*s.*	*d.*	£	*s.*	*d.*
6°. Lettres adressées à des personnes ayant changé de résidence, Journaux taxés et déboursés divers						
§ II.—*Lettres affranchies, etc., dont le montant doit être porté au Crédit de l'Office de Belgique.*	*Onces.*			*Onces.*		
7°. Lettres affranchies du Royaume Uni et des Colonies et Possessions Britanniques pour la Belgique, à 1 fr. 60 c. les 30 grammes						
8°. Lettres affranchies du Royaume Uni pour les Pays d'outre-mer en transit par la Belgique, à 3 fr. 60 c. les 30 grammes	*Francs.*	*Cents.*		*Francs.*	*Cents.*	
9° Journaux affranchis du Royaume Uni pour les Pays d'outre-mer en transit par la Belgique, à 10 c. la feuille ..						

Paquets clos de l'Office Britannique en transit par la Belgique.

Destination.	Poids des Lettres en Onces.	Nombre de Journaux.

§ III.—*Letters, Newspapers, &c., which form no Account between the two Offices.*	Number.
10th. Letters from the United Kingdom, &c., for States of the Continent, in transit through Belgium, paid to the frontier of Great Britain	
11th. Newspapers, Periodical Works, &c., from the United Kingdom for Belgium	
12th. Newspapers from the United Kingdom for States of the Continent in transit through Belgium	

Registered Letters affixed to the Bill, and included in the foregoing Articles.

No.	Whence sent.	To whom addressed.	Destination.	Weight in Ounces.

§ III.—*Lettres, Journaux, etc., dont il n'est point tenu compte entre les deux Offices.*	Nombre.
10°. Lettres du Royaume Uni, etc., pour les Etats du Continent en transit par la Belgique, affranchies jusqu'à la frontière de la Grande Bretagne	
11°. Journaux, Ouvrages Périodiques, etc., du Royaume Uni pour la Belgique	
12°. Journaux du Royaume Uni pour les Etats du Continent en transit par la Belgique	

Lettres Chargées annexées à la présente Feuille d'avis et dont le montant ou le poids est compris dans les Articles ci-dessus.

No. d'Ordre.	Lieu d'Origine.	Nom du Destinataire.	Lieu de Destination.	Poids en Onces.

Certifié par le *des Postes à*

MAIL STEAM PACKETS.

RETURN to an ORDER of the Honourable The House of Commons, dated 21 February 1842;—*for*,

— 1. —

RETURNS of the HOUR at which the Government STEAM PACKETS have left the River *Mersey*, and the Number of Hours occupied in the Passages between *Liverpool* and *Kingstown*, and *Kingstown* and *Liverpool*, each Day since the 1st day of February last, with the Name of each Packet; also, the Number of Times, specifying the Days, the Mail and Passengers have been conveyed by Tender to or from the Steamer outside the Bar of the *Mersey*, and the Days on which no Mail has left *Liverpool*: Of the manner in which the Mail and Passengers are conveyed from the Pier at *Birkenhead* to the Steamer, and the Expense of the same.

— 2. —

Similar RETURN from *Holyhead*, stating the Number of Hours occupied in the Passage to and from *Kingstown*, and Days on which no Mail has left *Holyhead*.

— 3. —

RETURNS of the HOUR at which the *London* Mail has been received at the *Dublin* Post-office, each Day since the 1st day of January 1841; and the Number of Days, specifying them, on which the Evening Mail Coaches have left *Dublin* without the *London* Mail.

— 4. —

RETURN showing the Number of MAIL STEAM PACKETS on the *Liverpool* and *Kingstown*, *Holyhead* and *Kingstown*, *Milford* and *Waterford* Stations, the Expenses incurred in Building and Outfit, and Repairs of the Vessels, and the Expenses of the Establishments, and the Total Disbursements, and the Receipts and Passages, &c., and the Totals of each Charge, from the 1st day of January 1841 to the 1st day of January 1842; also, the Amount paid by the Government for the Contract for conveying the Day Mail from *Liverpool* to *Kingstown* (in continuation of Returns dated 12th February 1841, Sess. No. 296.)

(Mr. W. O. Stanley.)

Ordered, by The House of Commons, *to be Printed*,
6 *April* 1842.

— 1. —

A RETURN of the Hour at which the Government Steam Packets have left the River *Mersey*, and the Number of Hours occupied in the Passage between *Liverpool* and *Kingstown*, and *Kingstown* and *Liverpool*, each Day since the 1st February last (1841), with the Name of each Packet; also, the Number of Times, specifying the Days, the Mails and Passengers have been conveyed by Tender to or from the Steamer outside the Bar of the *Mersey*, and the Days on which no Mail has left *Liverpool*; and of the Manner in which the Mails and Passengers are conveyed from the Pier at *Birkenhead* to the Steamer, and the Expense of the same.

DATE.	NAME of PACKET.	Hour of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	Hour of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1841:		H. M.	H. M.	1841:	H. M.	H. M.
February 1	Merlin	7 20 a.m.	11 10	Feb. 2	11 50 p.m.	17 5
— 2	Medina	9 35 —	11 0	— 3	11 58 —	15 47
— 3	Medusa	7 43 —	10 37	— 5	12 13 a.m.	27 57
— 4	Merlin	8 5 —	10 30	— 6	9 0 —	27 30
— 5	Medina	7 37 —	10 18	— 7	0 23 —	22 31
— 6	Medusa	9 38 —	9 56	— 8	0 13 —	17 2
— 8	Merlin	8 0 —	11 0	— 9	12 0 —	13 35
— 9	Medina	8 10 —	11 18	— 9	11 50 p.m.	11 40
	Urgent	- - -	- - -	— 10	11 55 —	12 30
— 10	Medusa	7 35 —	12 28	— 11	11 48 —	12 6
— 11	Merlin	9 10 —	11 45	— 12	11 50 —	13 10
— 12	Urgent	7 18 —	17 32	— 14	12 0 a.m.	13 12
— 13	Medusa	7 14 —	13 16	— 14	11 46 p.m.	11 44
— 14	Merlin	7 45 —	12 25	— 15	11 50 —	11 40
— 15	Urgent	7 15 —	12 5	— 16	11 58 —	11 32
— 16	Medusa	7 40 —	10 54	— 17	11 49 —	11 6
— 17	Medina	7 18 —	10 42	— 18	11 54 —	10 16
— 18	Urgent	7 20 —	12 28	— 19	11 55 —	11 25
— 19	Medusa	7 32 —	11 40	— 20	11 50 —	10 48
— 20	Medina	7 20 —	10 27	— 21	11 54 —	10 31
— 21	Urgent	7 40 —	11 13	— 22	11 55 —	11 15
— 22	Merlin	7 10 —	11 20	— 23	11 40 —	11 40
— 23	Medina	8 33 —	10 47	— 24	11 58 —	11 12
— 24	Urgent	7 18 —	11 54	— 25	11 55 —	11 57
— 25	Merlin	7 35 —	12 35	— 26	11 30 —	12 48
— 26	Medina	7 45 —	14 23	— 27	11 55 —	11 38
— 27	Medusa	9 0 —	12 37	— 28	11 49 —	11 42
— 28	Merlin	8 5 —	11 55	Mar. 1	11 45 —	11 55
March 1	Medina	7 12 —	12 8	— 2	11 55 —	11 10
— 2	Medusa	7 44 —	13 26	— 3	11 49 —	11 4
— 3	Merlin	7 45 —	12 30	— 4	11 45 —	11 0
— 4	Urgent	7 27 —	11 51	— 5	11 48 —	10 50
— 5	Medusa	7 19 —	13 7	— 6	11 50 —	10 20
— 6	Merlin	7 40 —	11 15	— 7	11 50 —	10 40
— 7	Urgent	7 35 —	12 14	— 8	11 54 —	11 1
— 8	Medusa	8 34 —	10 56	— 9	11 49 —	31 48
— 9	Medina	7 18 —	14 37	— 11	0 45 a.m.	11 15
— 10	Urgent	7 20 —	16 30	— 11	11 50 p.m.	12 1
— 11	Merlin	7 30 —	11 35	— 12	11 50 —	13 5
— 12	Medusa	8 34 —	12 26	— 13	11 55 —	13 7
— 13	Medina	9 0 —	12 30	— 14	11 50 —	12 5
— 14	Urgent	7 54 —	12 31	— 15	11 54 —	12 26
— 15	Medusa	9 48 —	11 39	— 16	11 50 —	12 7
— 16	Medina	7 18 —	11 7	— 17	11 55 —	12 43
— 17	Urgent	7 24 —	12 40	— 18	11 55 —	12 50
— 18	Merlin	7 25 —	14 5	— 19	11 40 —	14 0
— 19	Medina	7 10 —	10 58	— 20	11 50 —	10 15
— 20	Urgent	8 10 —	11 48	— 21	11 55 —	10 49
— 21	Merlin	7 45 —	11 10	— 22	11 55 —	10 45
— 22	Medusa	7 18 —	14 30	— 23	11 50 —	10 40
— 23	Urgent	7 13 —	13 7	— 24	11 54 —	11 14
— 24	Merlin	7 30 —	11 45	— 25	11 40 —	12 15
— 25	Medusa	7 32 —	11 28	— 26	11 48 —	11 7
— 26	Urgent	7 20 —	12 3	— 27	11 55 —	11 51
— 27	Merlin	7 30 —	12 20	— 28	11 44 —	12 6
— 28	Medusa	7 29 —	12 9	— 29	11 49 —	11 47
— 29	Urgent	7 10 —	12 30	— 30	11 54 —	12 16
— 30	Merlin	7 30 —	14 8	— 31	11 50 —	11 40
— 31	Medusa	7 40 —	21 50	April 1	11 34 —	10 56
April 1	Urgent	8 0 —	12 40	— 2	11 56 —	11 18
— 2	Merlin	7 35 —	13 30			
— 3	Medusa	7 27 —	11 21	— 3	11 50 —	10 17
— 4	Urgent	7 12 —	11 43	— 4	11 55 —	11 23
— 5	Medusa	7 0 —	10 52	— 5	11 55 —	11 3

DATE.	NAME of PACKET.	Hour of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	Hour of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1841:		H. M.	H. M.	1841:	H. M.	H. M.
	Merlin -	- - -	- - -	April 6	11 50 p.m.	10 55
April - -	Urgent -	7 5 a.m.	11 55	— 7	11 55 -	11 11
— 7	Medusa -	6 44 -	11 59	— 8	10 55 -	11 26
— 8	Merlin -	7 20 -	14 20	— 9	10 50 -	12 5
— 9	Urgent -	7 22 -	12 32			
— 10	Medusa -	6 54 -	11 35	— 10	10 46 -	12 30
— 11	Urgent -	6 50 -	12 5	— 11	10 49 -	12 47
— 12	Medusa -	6 31 -	11 53	— 12	10 46 -	11 24
— 13	Urgent -	6 50 -	12 36	— 13	10 55 -	11 56
— 14	Medusa -	6 58 -	12 29	— 14	11 21 -	11 23
— 15	Urgent -	7 10 -	12 23	— 15	10 52 -	11 28
— 16	Medina -	7 0 -	11 0	— 16	10 52 -	10 15
— 17	Medusa -	7 5 -	10 52	— 17	10 48 -	10 24
— 18	Urgent -	7 20 -	12 40	— 18	10 50 -	10 55
— 19	Medina -	6 40 -	12 36	— 19	10 50 -	10 35
— 20	Medusa -	7 11 -	11 40	— 20	10 49 -	11 21
— 21	Urgent -	7 10 -	11 8	— 21	10 54 -	11 36
— 22	Medina -	7 10 -	10 45	— 22	10 50 -	11 3
— 23	Medusa -	7 0 -	11 24	— 23	10 45 -	11 25
— 24	Urgent -	6 56 -	12 58	— 24	10 50 -	12 10
— 25	Medina -	7 50 -	11 55	— 25	10 50 -	11 40
— 26	Medusa -	8 2 -	13 16	— 26	10 48 -	12 4
— 27	Urgent -	6 55 -	12 32	— 27	10 55 -	12 55
— 28	Medina -	6 50 -	11 20	— 28	10 50 -	12 3
— 29	Medusa -	7 5 -	11 2	— 29	10 54 -	14 6
— 30	Urgent -	7 5 -	11 5	— 30	10 50 -	11 40
May - 1	Medina -	7 0 -	10 12	May 1	10 50 -	10 7
— 2	Medusa -	7 9 -	11 15	— 2	10 50 -	10 45
— 3	Urgent -	6 56 -	11 14	— 3	10 53 -	12 32
— 4	Medina -	7 10 -	10 32	— 4	11 0 -	10 33
— 5	Medusa -	6 50 -	11 32	— 5	10 49 -	10 46
— 6	Urgent -	6 55 -	13 1	— 6	10 54 -	11 22
— 7	Medina -	6 55 -	11 5	— 7	10 50 -	11 10
— 8	Medusa -	7 10 -	11 50	— 8	10 47 -	11 25
— 9	Merlin -	7 45 -	11 35	— 9	10 50 -	12 0
— 10	Medina -	6 37 -	12 23	— 10	10 50 -	11 35
— 11	Medusa -	6 51 -	12 24	— 11	10 45 -	11 55
— 12	Merlin -	7 7 -	12 18	— 12	10 50 -	11 50
— 13	Medina -	7 5 -	11 10	— 13	10 50 -	11 15
— 14	Medusa -	6 44 -	11 28	— 14	10 45 -	11 20
— 15	Merlin -	6 55 -	11 35	— 15	10 50 -	10 50
— 16	Medina -	7 0 -	11 15	— 16	10 50 -	9 40
— 17	Medusa -	6 55 -	14 53	— 17	10 47 -	10 18
— 18	Merlin -	7 30 -	12 35	— 18	10 50 -	10 40
— 19	Medina -	6 55 -	11 10	— 19	10 53 -	10 0
— 20	Medusa -	6 40 -	13 5	— 20	10 48 -	10 38
— 21	Merlin -	6 50 -	10 50	— 21	10 50 -	11 45
— 22	Medina -	6 55 -	10 8	— 22	10 53 -	11 32
— 23	Medusa -	6 54 -	11 29	— 23	10 45 -	11 40
— 24	Merlin -	6 40 -	11 38	— 24	10 38 -	12 22
— 25	Medina -	6 50 -	11 22	— 25	10 50 -	13 50
— 26	Medusa -	6 54 -	11 51	— 26	10 47 -	12 48
— 27	Merlin -	7 5 -	11 45	— 27	10 50 -	12 10
— 28	Medina -	6 48 -	11 7	— 28	10 48 -	11 2
— 29	Medusa -	7 5 -	11 25	— 29	10 47 -	11 13
— 30	Merlin -	7 0 -	10 36	— 30	10 50 -	10 25
— 31	Medina -	6 32 -	10 21	— 31	10 54 -	10 0
June - 1	Medusa -	6 58 -	11 14	June 1	10 47 -	10 4
— 2	Merlin -	6 37 -	11 28	— 2	10 50 -	10 25
— 3	Medina -	6 32 -	11 28	— 3	10 53 -	10 23
— 4	Medusa -	6 50 -	12 30	— 4	10 48 -	11 2
— 5	Medina -	6 33 -	11 27			
	Merlin -	- - -	- - -	— 5	10 55 -	11 30
— 6	Medusa -	7 1 -	11 54	— 6	10 50 -	12 50
— 7	Medina -	6 33 -	11 16	— 7	10 50 -	12 5
— 8	Merlin -	6 45 -	12 15	— 8	10 50 -	12 35
— 9	Medusa -	6 50 -	11 55	— 9	10 46 -	12 14
— 10	Medina -	6 33 -	11 24	— 10	10 50 -	11 50
— 11	Merlin -	6 35 -	11 30	— 11	10 50 -	12 25
— 12	Urgent -	6 30 -	11 58	— 12	10 47 -	12 13
— 13	Medina -	6 33 -	10 45	— 13	10 50 -	11 7
— 14	Merlin -	6 15 -	11 15	— 14	10 50 -	10 30
— 15	Urgent -	6 6 -	12 49	— 15	10 44 -	11 1
— 16	Medina -	6 10 -	10 45	— 16	10 53 -	9 55

(continued)

DATE.	NAME of PACKET.	Hour of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	Hour of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1841:		H. M.	H. M.	1841:	H. M.	H. M.
June - 17	Merlin -	6 0 a. m.	11 0	June 17	10 50 p. m.	10 10
— 18	Urgent -	5 58 —	11 33	— 18	10 50 —	10 47
— 19	Medina -	6 12 —	11 28	— 19	10 52 —	10 27
— 20	Merlin -	6 5 —	11 43	— 20	10 50 —	10 45
— 21	Urgent -	6 5 —	13 48	— 21	10 48 —	11 47
— 22	Medina -	6 5 —	12 35	— 22	10 50 —	11 40
— 23	Merlin -	6 10 —	11 55	— 23	10 50 —	12 15
— 24	Urgent -	6 7 —	12 28	— 24	10 55 —	14 25
— 25	Medina -	6 9 —	11 45	— 25	10 50 —	12 25
— 26	Merlin -	6 10 —	11 55	— 26	10 50 —	11 35
— 27	Urgent -	6 20 —	12 5	— 27	10 46 —	11 36
— 28	Medina -	6 0 —	11 0	— 28	10 50 —	10 22
— 29	Merlin -	6 10 —	11 2	— 29	10 50 —	10 20
— 30	Urgent -	6 0 —	12 24	— 30	10 46 —	10 49
July - 1	Medusa -	6 5 —	11 59	July 1	10 47 —	10 18
— 2	Merlin -	6 0 —	11 35	— 2	10 50 —	10 35
— 3	Urgent -	6 4 —	11 59	— 3	10 46 —	11 14
— 4	Medusa -	5 57 —	11 44	— 4	10 48 —	10 57
— 5	Medina -	5 59 —	11 24	— 5	10 50 —	11 5
— 6	Urgent -	6 9 —	13 25	— 6	10 50 —	11 55
— 7	Medusa -	5 57 —	12 48	— 7	10 48 —	11 47
— 8	Medina -	6 5 —	13 0	— 8	10 54 —	11 41
— 9	Urgent -	6 2 —	13 3	— 9	10 49 —	12 25
— 10	Medusa -	6 2 —	13 3	— 10	10 48 —	11 57
— 11	Medina -	6 0 —	12 15	— 11	10 50 —	11 17
— 12	Urgent -	5 52 —	13 2	— 12	10 50 —	11 54
— 13	Medusa -	6 8 —	12 57	— 13	10 48 —	10 57
— 14	Medina -	6 0 —	10 50	— 14	10 54 —	10 31
— 15	Merlin -	6 0 —	10 55	— 15	10 50 —	11 10
— 16	Medusa -	5 55 —	11 17	— 16	10 47 —	10 23
— 17	Medina -	6 0 —	10 45	— 17	10 51 —	10 19
— 18	Merlin -	6 0 —	11 20	— 18	10 50 —	10 45
— 19	Urgent -	5 57 —	12 3	— 19	10 50 —	11 30
— 20	Medina -	6 10 —	11 20	— 20	10 50 —	11 32
— 21	Merlin -	6 30 —	13 18	— 21	10 50 —	11 45
— 22	Urgent -	6 7 —	15 18	— 22	10 48 —	12 32
— 23	Medusa -	6 5 —	13 0	— 23	10 48 —	12 27
— 24	Merlin -	6 12 —	12 8	— 24	10 50 —	12 0
— 25	Urgent -	5 56 —	12 26	— 25	10 54 —	12 6
— 26	Medusa -	6 5 —	11 45	— 26	10 48 —	11 12
— 27	Medina -	6 13 —	11 37	— 27	10 50 —	10 10
— 28	Urgent -	5 58 —	14 42	— 28	10 50 —	10 46
— 29	Medusa -	6 5 —	16 45	— 29	11 10 —	10 55
— 30	Medina -	6 0 —	12 20	— 30	10 50 —	10 17
— 31	Merlin -	6 15 —	14 0	— 31	10 50 —	10 45
August 1	Medusa -	6 30 —	12 10	Aug. 1	10 50 —	10 50
— 2	Medina -	5 57 —	11 25	— 2	10 50 —	10 50
— 3	Merlin -	6 20 —	11 25	— 3	10 50 —	11 35
— 4	Urgent -	6 0 —	12 16	— 4	10 54 —	11 42
— 5	Medina -	5 58 —	11 32	— 5	10 50 —	11 22
— 6	Merlin -	7 30 —	15 15	— 6	11 30 —	11 30
— 7	Urgent -	6 2 —	12 43	— 7	10 49 —	12 16
— 8	Medusa -	6 10 —	12 20	— 8	11 0 —	11 30
— 9	Merlin -	6 10 —	12 50	— 9	10 50 —	11 35
— 10	Urgent -	6 13 —	13 1	— 10	10 55 —	13 35
— 11	Medusa -	6 8 —	12 2	— 11	10 48 —	10 54
— 12	Medina -	6 13 —	12 17	— 12	10 50 —	10 25
— 13	Urgent -	6 10 —	11 47	— 13	10 52 —	11 19
— 14	Medusa -	7 33 —	11 15	— 14	10 50 —	10 3
— 15	Medina -	6 20 —	10 37	— 15	10 55 —	10 50
— 16	Merlin -	6 10 —	10 55	— 16	10 50 —	10 45
— 17	Medusa -	6 10 —	11 50	— 17	10 48 —	10 55
— 18	Medina -	6 15 —	11 20	— 18	10 55 —	11 10
— 19	Merlin -	6 10 —	12 5	— 19	10 50 —	11 45
— 20	Urgent -	6 10 —	13 20	— 20	10 50 —	12 30
— 21	Medina -	6 14 —	13 51	— 21	10 53 —	11 47
— 22	Merlin -	6 20 —	11 55	— 22	10 50 —	12 5
— 23	Urgent -	6 13 —	13 0	— 23	10 50 —	12 0
— 24	Medusa -	6 12 —	12 48	— 24	10 50 —	10 44
— 25	Merlin -	6 15 —	11 45	— 25	10 50 —	11 0
— 26	Urgent -	6 19 —	12 8	— 26	10 48 —	11 17
— 27	Medusa -	6 11 —	10 59	— 27	10 45 —	10 0
— 28	Medina -	6 14 —	10 59	— 28	10 50 —	10 20

DATE.	NAME of PACKET.	Hour of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	Hour of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1841:		H. M.	H. M.	1841:	H. M.	H. M.
August 29	Urgent -	6 14 a. m.	12 11	Aug. 29	10 48 p.m.	10 59
— 30	Medusa -	6 14 —	11 31	— 30	10 47 —	10 38
— 31	Medina -	6 20 —	11 38	— 31	10 50 —	10 33
	Merlin -	- - -	- - -	Sept. 1	10 50 —	11 10
Sept. 1	Medusa -	6 15 —	11 55	— 2	10 46 —	11 14
— 2	Medina -	6 15 —	11 20	— 3	10 50 —	11 43
— 3	Merlin -	6 20 —	11 50			
— 4	Urgent -	6 30 —	13 45	— 4	10 48 —	12 19
— 5	Medusa -	6 23 —	11 37	— 5	10 46 —	11 44
— 6	Medina -	6 15 —	11 35	— 6	10 50 —	11 47
— 7	Urgent -	6 23 —	12 15	— 7	10 46 —	12 9
— 8	Medusa -	6 11 —	12 29	— 8	10 50 —	11 40
— 9	Medina -	6 17 —	11 6	— 9	10 50 —	11 5
— 10	Urgent -	6 10 —	12 44	— 10	10 50 —	11 24
— 11	Medusa -	6 11 —	10 49	— 11	10 45 —	10 55
— 12	Medina -	6 20 —	10 28	— 12	10 53 —	10 30
	Merlin -	- - -	- - -	— 13	10 50 —	11 0
— 13	Urgent -	6 11 —	11 4	— 14	10 48 —	11 21
— 14	Medusa -	6 18 —	10 40	— 15	10 47 —	10 49
— 15	Merlin -	6 18 —	11 0	— 16	10 50 —	11 15
— 16	Urgent -	6 18 —	11 54	— 17	10 54 —	12 1
— 17	Medina -	6 15 —	11 11	— 18	10 50 —	11 50
— 18	Medusa -	6 19 —	11 24	— 19	10 50 —	12 15
— 19	Merlin -	6 20 —	11 55			
— 20	Urgent -	6 5 —	12 7	— 20	10 50 —	17 15
— 21	Medina -	6 23 —	11 13	— 21	10 55 —	16 45
	Merlin -	- - -	- - -	— 22	10 50 —	12 55
— 22	Medusa -	6 11 —	11 14	— 23	10 50 —	12 10
— 23	Urgent -	6 6 —	11 59	— 24	10 48 —	12 24
— 24	Medina -	6 15 —	10 55	— 25	10 48 —	10 23
— 25	Merlin -	6 20 —	11 0	— 26	10 50 —	10 35
— 26	Urgent -	6 9 —	11 30	— 27	10 44 —	11 18
— 27	Medina -	6 8 —	10 50	— 28	10 50 —	10 22
— 28	Merlin -	6 30 —	11 35	— 29	10 50 —	10 40
— 29	Urgent -	6 15 —	13 42	— 30	10 47 —	11 13
— 30	Medusa -	6 15 —	11 55	Oct. 1	10 45 —	10 55
October 1	Merlin -	6 25 —	11 35	— 2	10 30 —	12 0
— 2	Urgent -	6 15 —	12 9	— 3	10 44 —	12 44
— 3	Medusa -	8 40 —	10 43	— 4	10 48 —	13 7
— 4	Medina -	6 12 —	11 16	— 5	10 52 —	12 38
— 5	Urgent -	6 12 —	12 18	— 6	10 55 —	12 45
— 6	Medusa -	6 8 —	11 32	— 7	10 50 —	11 57
— 7	Medina -	6 25 —	11 35	— 8	10 50 —	11 20
— 8	Merlin -	6 25 —	11 20	— 9	10 30 —	11 20
— 9	Medusa -	6 9 —	13 4	— 10	10 45 —	10 20
— 10	Medina -	6 17 —	10 38	— 11	10 48 —	10 22
— 11	Merlin -	6 25 —	12 45	— 12	10 30 —	10 40
— 12	Medusa -	6 11 —	12 19	— 13	10 48 —	10 17
— 13	Medina -	6 36 —	12 54	— 14	10 48 —	10 57
— 14	Merlin -	6 25 —	14 25	— 15	10 30 —	11 25
— 15	Urgent -	6 30 —	16 57	— 16	10 58 —	11 32
— 16	Medina -	6 15 —	14 15			
— 17	Merlin -	6 20 —	24 40	— 18	10 30 —	12 15
— 18	Urgent -	7 5 —	14 7	— 19	10 50 —	12 0
— 19	Medusa -	6 26 —	14 41	— 20	10 53 —	11 47
— 20	Merlin -	6 20 —	19 30	— 21	10 30 —	12 5
— 21	Urgent -	6 20 —	15 20	— 22	11 0 —	14 10
— 22	Medusa -	6 10 —	11 45	— 23	10 50 —	10 50
— 23	Merlin -	6 35 —	12 0	— 24	10 30 —	12 0
— 24	Urgent -	6 18 —	13 42	— 25	10 54 —	14 53
— 25	Medusa -	6 15 —	10 50	— 26	10 52 —	14 8
— 26	Merlin -	6 20 —	10 30	— 27	11 0 —	13 45
— 27	Urgent -	6 23 —	11 4	— 28	10 54 —	12 48
— 28	Medusa -	6 15 —	10 45	— 29	10 50 —	11 55
— 29	Merlin -	6 20 —	11 10	— 30	10 30 —	11 15
— 30	Urgent -	6 5 —	11 55	— 31	10 50 —	11 28
— 31	Medusa -	6 27 —	11 43	Nov. 1	10 49 —	11 31
Nov. 1	Merlin -	6 20 —	12 15	— 2	10 30 —	12 30
— 2	Urgent -	7 17 —	13 2	— 3	10 48 —	12 32
— 3	Medusa -	6 15 —	11 30	— 4	10 48 —	12 7
— 4	Merlin -	6 25 —	11 45	— 5	10 30 —	12 0
— 5	Urgent -	6 20 —	12 30	— 6	10 50 —	11 58

(*continued*)

DATE.	NAME of PACKET.	Hour of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	Hour of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1841:		H. M.	H. M.	1841:	H. M.	H. M.
Nov. 6	Medusa	6 12 a.m.	12 3	Nov. 7	10 48 p.m.	10 32
— 7	Merlin	6 40 —	11 30	— 8	10 30 —	11 5
— 8	Urgent	6 10 —	12 20	— 9	10 48 —	10 42
— 9	Medusa	6 39 —	13 19	— 10	10 48 —	10 12
— 10	Merlin	6 25 —	12 35	— 11	10 40 —	10 40
— 11	Urgent	6 20 —	12 40	— 12	10 48 —	11 27
— 12	Medusa	6 20 —	17 10	— 13	10 52 —	15 28
— 13	Medina	6 45 —	13 20	— 14	10 50 —	11 47
— 14	Merlin	6 35 —	11 40	— 15	10 35 —	12 10
— 15	Urgent	6 20 —	12 0	— 16	10 50 —	12 5
— 16	Medina	6 38 —	11 37	— 17	10 52 —	12 48
— 17	Merlin	6 40 —	11 20	— 18	10 30 —	13 0
— 18	Urgent	6 15 —	12 15	— 19	10 48 —	12 37
— 19	Medina	6 30 —	11 42	— 20	10 50 —	11 30
— 20	Merlin	8 45 —	13 20	— 21	10 30 —	11 40
— 21	Urgent	6 28 —	12 32	— 22	10 46 —	11 29
— 22	Medina	6 23 —	14 42	— 23	10 50 —	10 18
— 23	Medusa	6 43 —	13 47	— 24	10 52 —	10 23
— 24	Urgent	6 34 —	16 46	— 25	10 46 —	11 49
— 25	Medina	6 38 —	10 52	— 26	10 50 —	10 28
— 26	Medusa	9 25 —	10 55	— 27	10 49 —	10 31
— 27	Urgent	6 20 —	11 25	— 28	10 50 —	11 20
— 28	Medina	6 20 —	11 5	— 29	10 50 —	10 53
— 29	Medusa	6 10 —	12 40	— 30	10 52 —	11 18
— 30	Merlin	6 30 —	13 10	Dec. 1	10 30 —	12 15
Dec. 1	Medina	6 25 —	11 17	— 2	10 55 —	14 29
— 2	Medusa	6 10 —	11 50	— 3	10 47 —	12 13
— 3	Merlin	6 30 —	11 52	— 4	10 30 —	13 50
— 4	Medina	6 45 —	19 30	— 5	10 50 —	11 20
— 5	Medusa	6 53 —	13 27	— 6	10 52 —	10 50
— 6	Merlin	6 20 —	16 20	— 7	10 30 —	11 30
— 7	Urgent	6 45 —	14 25	— 8	10 52 —	11 25
— 8	Medusa	6 20 —	16 45	— 9	10 50 —	10 30
— 9	Merlin	6 30 —	14 40	— 10	10 30 —	11 10
— 10	Urgent	6 17 —	18 1	— 11	10 46 —	10 54
— 11	Medusa	6 28 —	16 15	— 12	10 45 —	10 45
— 12	Merlin	6 40 —	15 20	— 13	10 30 —	13 0
— 13	Urgent	6 13 —	14 37	— 14	10 48 —	11 37
— 14	Medina	7 0 —	13 45	— 15	10 50 —	11 24
— 15	Merlin	6 50 —	18 40	— 16	10 30 —	12 30
— 16	Urgent	6 38 —	16 52	— 17	10 50 —	12 30
— 17	Medina	6 55 —	13 35	— 18	10 50 —	12 56
— 18	Merlin	6 40 —	12 0	— 19	10 30 —	12 50
— 19	Urgent	7 5 —	12 31	— 20	10 55 —	12 22
— 20	Medina	11 0 —	11 15	— 21	10 55 —	11 42
— 21	Medusa	9 25 —	14 55	— 22	10 47 —	10 53
— 22	Urgent	6 30 —	12 46	— 23	10 52 —	11 25
— 23	Medina	6 55 —	13 47	— 24	10 55 —	10 20
— 24	Medusa	6 32 —	15 28	— 25	10 52 —	10 28
— 25	Urgent	6 42 —	15 37	— 26	10 50 —	11 22
— 26	Medina	6 30 —	12 0	— 27	10 50 —	10 40
— 27	Medusa	6 15 —	11 52	— 28	10 47 —	10 58
— 28	Merlin	6 35 —	12 10	— 29	10 30 —	12 15
— 29	Medina	6 15 —	11 50	— 30	10 50 —	11 55
— 30	Medusa	7 0 —	12 56	— 31	10 50 —	12 10
— 31	Merlin	7 0 —	11 45	1842: Jan. 1	10 30 —	13 0
1842:						
Jan. 1	Medina	6 15 —	11 38	— 2	10 50 —	12 30
— 2	Medusa	6 20 —	11 48	— 3	10 50 —	12 50
— 3	Merlin	6 30 —	12 10	— 4	10 30 —	12 20
— 4	Urgent	6 50 —	10 47	— 5	10 50 —	12 6
— 5	Medusa	6 20 —	11 15	— 6	10 50 —	10 45
— 6	Merlin	6 20 —	11 5	— 7	10 30 —	12 5
— 7	Urgent	6 12 —	11 36	— 8	10 47 —	11 13
— 8	Medusa	6 20 —	11 6	— 9	10 46 —	10 49
— 9	Merlin	6 30 —	11 0	— 10	10 30 —	11 45
— 10	Urgent	6 13 —	12 10	— 11	10 50 —	12 20
— 11	Medina	6 45 —	11 10	— 12	11 0 —	14 0
— 12	Merlin	6 30 —	12 15	— 13	10 30 —	12 55
— 13	Urgent	6 25 —	12 45	— 14	10 50 —	12 33
— 14	Medina	8 50 —	11 5	— 15	10 50 —	12 10

DATE.	NAME of PACKET.	Hour of Leaving the River Mersey.	Number of Hours occupied in the Passage between Liverpool and Kingstown.	DATE.	Hour of Leaving Kingstown.	Number of Hours occupied in the Passage between Kingstown and Liverpool.
1842:		H. M.	H. M.	1842:	H. M.	H. M.
Jan. 15	Merlin	7 0 a.m.	11 45	Jan. 16	10 30 p.m.	12 15
— 16	Urgent	6 28 —	17 4	— 17	10 50 —	12 40
— 17	Medina	6 20 —	13 45	— 18	10 48 —	12 7
— 18	Medusa	8 40 —	12 0	— 19	10 45 —	11 35
— 19	Urgent	6 13 —	13 51	— 20	10 54 —	12 53
— 20	Medina	6 25 —	11 35	— 21	10 48 —	12 0
— 21	Medusa	6 30 —	11 40	— 22	10 40 —	10 50
— 22	Urgent	6 20 —	13 50	— 23	10 45 —	11 30
— 23	Medina	6 40 —	14 0	— 24	10 50 —	10 40
— 24	Medusa	6 20 —	11 40	— 25	10 50 —	12 40
— 25	Merlin	7 45 —	13 15	— 26	10 30 —	11 30
— 26	Medina	6 17 —	24 23	— 27	10 50 —	11 16
— 27	Medusa	7 50 —	15 25	— 28	10 45 —	11 35
— 28	Merlin	7 0 —	13 10	— 29	10 30 —	12 25
— 29	Medina	6 25 —	12 42	— 30	10 50 —	11 53
— 30	Medusa	6 20 —	12 40	— 31	10 45 —	12 5
— 31	Merlin	6 30 —	13 15	Feb. 1	10 25 —	13 5
Feb. 1	Urgent	6 20 —	13 23	— 2	10 50 —	12 25
— 2	Medusa	6 20 —	12 40	— 3	10 35 —	12 5
— 3	Merlin	6 37 —	11 53	— 4	10 45 —	12 20
— 4	Urgent	6 15 —	12 7	— 5	10 46 —	12 14
— 5	Medusa	6 20 —	11 0	— 6	10 40 —	11 0
— 6	Merlin	6 20 —	11 0	— 7	10 50 —	12 35
— 7	Urgent	6 10 —	11 30	— 8	10 48 —	12 12
— 8	Medina	6 20 —	10 52	— 9	10 48 —	10 57
— 9	Merlin	6 20 —	12 25	— 10	10 55 —	11 55
— 10	Urgent	6 20 —	12 50	— 11	10 52 —	11 53
— 11	Medina	6 15 —	12 50	— 12	10 55 —	11 35
— 12	Merlin	6 20 —	15 40	— 13	10 30 —	12 20
— 13	Urgent	6 16 —	16 19	— 14	10 50 —	12 35
— 14	Medusa	6 10 —	12 50	— 15	10 50 —	11 50
— 15	Merlin	7 35 —	12 40	— 16	10 30 —	12 30
— 16	Medina	6 30 —	11 42	— 17	10 54 —	11 59
— 17	Urgent	6 12 —	12 55	— 18	10 50 —	11 24
— 18	Medusa	6 10 —	11 50	— 19	10 48 —	11 2
— 19	Medina	6 13 —	11 35	— 20	10 48 —	10 52
— 20	Urgent	6 17 —	12 56	— 21	10 48 —	11 12
— 21	Medusa	6 10 —	11 27	— 22	10 45 —	10 30
— 22	Medina	6 10 —	10 48	— 23	10 48 —	10 34
— 23	Urgent	6 13 —	12 10	— 24	10 48 —	11 12
— 24	Medusa	6 15 —	10 59	— 25	10 48 —	10 48
— 25	Medina	6 20 —	12 55	— 26	10 52 —	11 32
— 26	Merlin	6 30 —	15 50	— 27	10 50 —	11 45
— 27	Medusa	6 15 —	17 23	— 28	10 52 —	11 48
— 28	Medina	6 45 —	14 27	Mar. 1	10 52 —	12 18

In consequence of a very heavy easterly gale, with snow storms, the Merlin did not arrive in time for her regular departure at 7 a.m., on the 7th February 1841, therefore the morning mails were transferred to the evening departure. The last annual Return being made up to the 24th February, this notation is repeated; but since the 7th February last year, there has been no break whatever in the departure from Liverpool.

During the period of this Return, the mails and passengers have not once been conveyed by tender to or from the steamer outside the bar of the Mersey.

The London mails and passengers are conveyed every morning from the pier at Birkenhead to the packet by a small steam-boat, hired for that purpose, at the annual expense of 100*l.*

Thomas Bevis,
Commander.

— No. 2. —

HOLYHEAD STATION.

A RETURN of the Hour at which Her Majesty's Mail Steam Packets have left *Holyhead*, the Number of Hours occupied in the Passage to and from *Kingstown*, and the Days on which no Mail has left *Holyhead*, between the 1st February 1841 and the 28th February 1842.

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1841:	H. M.		H. M.	H. M.	
February 1	7 35 p. m.	Sprightly	6 3	9 12	
— 2	7 35 —	Zephyr	6 20	13 45	
— 3	8 12 —	Otter	6 8	21 11	
— 4	7 47 —	Sprightly	6 8	19 22	
— 5	7 20 —	Zephyr	6 30	14 55	
— 6	7 7 —	Doterel	6 38	11 54	
— 7	6 45 —	Sprightly	7 19	7 48	
— 8	6 32 —	Zephyr	7 0	7 40	
— 9	7 10 —	Doterel	6 20	7 13	
— 10	6 48 —	Otter	8 9	6 9	
— 11	8 40 —	Zephyr	7 6	10 29	
— 12	7 7 —	Doterel	6 23	6 1	
— 13	7 25 —	Otter	7 24	6 42	
— 14	7 10 —	Sprightly	6 57	6 20	
— 15	6 50 —	Doterel	6 15	5 54	
— 16	8 0 —	Otter	6 15	7 20	
— 17	7 5 —	Sprightly	6 50	6 16	
— 18	7 35 —	Zephyr	7 10	6 17	
— 19	7 5 —	Otter	8 17	6 12	
— 20	7 7 —	Sprightly	6 30	6 34	
— 21	7 35 —	Zephyr	6 40	6 48	
— 22	6 47 —	Doterel	6 40	6 32	
— 23	7 10 —	Sprightly	6 54	6 13	
— 24	7 0 —	Zephyr	6 40	5 50	
— 25	7 0 —	Doterel	8 45	5 47	
— 26	7 5 —	Otter	11 20	5 50	
— 27	7 22 —	Zephyr	7 8	5 45	
— 28	8 0 —	Doterel	7 27	5 56	
March 1	6 43 —	Otter	6 33	5 52	
— 2	7 25 —	Sprightly	8 0	6 15	
— 3	7 15 —	Doterel	7 6	6 58	
— 4	7 10 —	Otter	6 50	6 21	
— 5	7 0 —	Sprightly	7 35	6 34	
— 6	7 0 —	Zephyr	8 6	6 21	
— 7	7 15 —	Otter	6 51	6 14	
— 8	6 54 —	Sprightly	6 46	7 20	
— 9	7 15 —	Zephyr	6 45	6 16	
— 10	6 55 —	Doterel	13 25	6 11	
— 11	7 10 —	Sprightly	6 15	6 38	
— 12	6 35 —	Zephyr	6 15	6 0	
— 13	7 13 —	Doterel	6 12	5 58	
— 14	7 25 —	Otter	6 35	5 59	
— 15	6 45 —	Zephyr	6 5	7 15	
— 16	6 52 —	Doterel	6 13	9 16	
— 17	6 40 —	Otter	6 50	6 45	
— 18	6 50 —	Sprightly	8 25	7 10	
— 19	6 50 —	Doterel	7 10	6 49	
— 20	7 10 —	Otter	7 32	6 20	
— 21	6 50 —	Sprightly	7 37	6 37	
— 22	6 33 —	Zephyr	8 57	6 18	
— 23	6 40 —	Otter	8 5	6 19	
— 24	6 40 —	Sprightly	8 5	6 20	
— 25	6 50 —	Zephyr	6 40	6 15	
— 26	6 32 —	Doterel	6 46	6 4	
— 27	6 48 —	Sprightly	6 37	6 58	
— 28	6 50 —	Zephyr	6 30	5 50	
— 29	6 33 —	Doterel	7 35	5 24	
— 30	7 0 —	Otter	11 30	6 0	
— 31	6 56 —	Zephyr	11 34	6 4	
April 1	7 20 —	Doterel	6 28	6 5	
— 2	6 50 —	Otter	6 35	6 41	
— 3	6 55 —	Sprightly	7 2	7 44	
— 4	6 30 —	Doterel	6 30	6 21	
— 5	6 30 —	Otter	6 26	6 30	
— 6	6 30 —	Sprightly	6 46	6 41	

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1841:	H. M.		H. M.	H. M.	
April - 7	6 40 p. m.	Zephyr - - -	7 20	6 22	
— - 8	6 30 —	Otter - - -	7 13	6 28	
— - 9	6 37 —	Sprightly - -	6 41	7 1	
— - 10	6 30 —	Zephyr - - -	6 15	6 11	
— - 11	6 32 —	Doterel - - -	5 58	5 52	
— - 12	6 30 —	Sprightly - -	6 30	6 3	
— - 13	6 30 —	Zephyr - - -	6 20	5 56	
— - 14	6 30 —	Doterel - - -	6 54	5 50	
— - 15	6 40 —	Otter - - -	6 50	6 5	
— - 16	6 30 —	Zephyr - - -	7 20	6 8	
— - 17	6 32 —	Doterel - - -	6 56	6 9	
— - 18	6 30 —	Otter - - -	7 54	6 30	
— - 19	6 30 —	Sprightly - -	8 50	8 25	
— - 20	6 30 —	Doterel - - -	5 58	6 37	
— - 21	6 30 —	Otter - - -	6 30	6 22	
— - 22	6 46 —	Sprightly - -	6 24	9 34	
— - 23	6 30 —	Zephyr - - -	6 53	7 19	
— - 24	6 30 —	Otter - - -	8 20	6 38	
— - 25	7 2 —	Sprightly - -	8 52	6 35	
— - 26	6 30 —	Zephyr - - -	6 42	6 8	
— - 27	6 30 —	Doterel - - -	6 5	6 24	
— - 28	6 30 —	Sprightly - -	5 55	7 0	
— - 29	6 30 —	Zephyr - - -	6 5	6 11	
— - 30	6 30 —	Doterel - - -	6 3	6 27	
May - 1	6 30 —	Otter - - -	6 9	6 53	
— - 2	6 37 —	Zephyr - - -	6 35	6 35	
— - 3	6 30 —	Doterel - - -	6 15	6 46	
— - 4	6 30 —	Otter - - -	7 30	6 24	
— - 5	6 30 —	Sprightly - -	7 25	6 40	
— - 6	6 30 —	Doterel - - -	7 40	6 21	
— - 7	6 30 —	Otter - - -	6 38	6 10	
— - 8	6 30 —	Sprightly - -	7 5	6 32	
— - 9	7 0 —	Zephyr - - -	7 0	6 30	
— - 10	6 30 —	Otter - - -	8 17	6 0	
— - 11	6 30 —	Sprightly - -	6 50	5 58	
— - 12	6 30 —	Zephyr - - -	6 5	5 59	
— - 13	6 30 —	Doterel - - -	6 7	5 59	
— - 14	6 30 —	Sprightly - -	5 57	6 3	
— - 15	6 30 —	Zephyr - - -	6 25	5 45	
— - 16	6 30 —	Doterel - - -	6 55	6 23	
— - 17	6 30 —	Otter - - -	8 57	6 19	
— - 18	6 30 —	Zephyr - - -	6 35	6 16	
— - 19	6 30 —	Doterel - - -	8 20	6 53	
— - 20	6 30 —	Otter - - -	7 27	7 59	
— - 21	6 30 —	Sprightly - -	6 30	6 36	
— - 22	6 30 —	Doterel - - -	7 5	6 25	
— - 23	6 30 —	Otter - - -	6 27	6 18	
— - 24	6 30 —	Sprightly - -	6 15	8 47	
— - 25	6 30 —	Zephyr - - -	6 3	6 42	
— - 26	6 30 —	Otter - - -	6 17	6 0	
— - 27	6 30 —	Sprightly - -	6 2	6 4	
— - 28	6 30 —	Zephyr - - -	6 15	6 0	
— - 29	6 30 —	Otter - - -	6 7	5 54	
— - 30	6 35 —	Sprightly - -	6 10	6 7	
— - 31	6 30 —	Zephyr - - -	6 35	6 25	
June - 1	6 30 —	Otter - - -	6 40	6 11	
— - 2	6 30 —	Sprightly - -	6 45	6 21	
— - 3	6 30 —	Zephyr - - -	7 40	6 33	
— - 4	6 30 —	Otter - - -	7 3	6 50	
— - 5	6 30 —	Sprightly - -	6 25	7 0	
— - 6	6 30 —	Zephyr - - -	6 55	7 8	
— - 7	6 30 —	Otter - - -	6 34	7 10	
— - 8	6 30 —	Doterel - - -	6 10	5 56	
— - 9	6 30 —	Zephyr - - -	6 5	7 10	
— - 10	6 30 —	Otter - - -	6 30	6 18	
— - 11	6 30 —	Doterel - - -	5 50	6 7	
— - 12	6 30 —	Zephyr - - -	6 15	6 2	
— - 13	6 30 —	Otter - - -	6 6	6 6	
— - 14	6 30 —	Doterel - - -	6 25	5 41	
— - 15	6 30 —	Zephyr - - -	6 40	6 0	
— - 16	6 30 —	Otter - - -	6 30	6 26	
— - 17	6 30 —	Doterel - - -	6 5	6 13	
— - 18	6 30 —	Zephyr - - -	6 28	7 37	

(*continued*)

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1841:	H. M.		H. M.	H. M.	
June - 19	6 30 p. m.	Otter - - -	6 45	6 26	
— - 20	6 30 —	Doterel - - -	6 50	6 4	
— - 21	6 30 —	Zephyr - - -	8 30	6 32	
— - 22	6 30 —	Otter - - -	6 48	6 32	
— - 23	6 30 —	Doterel - - -	5 50	11 0	
— - 24	6 30 —	Zephyr - - -	6 7	6 49	
— - 25	6 30 —	Otter - - -	6 18	6 5	
— - 26	6 30 —	Doterel - - -	6 5	5 47	
— - 27	6 30 —	Zephyr - - -	6 25	5 57	
— - 28	6 30 —	Otter - - -	6 33	6 9	
— - 29	6 30 —	Doterel - - -	6 30	6 2	
— - 30	6 30 —	Sprightly - -	7 10	6 13	
July - 1	6 30 —	Otter - - -	7 27	6 30	
— - 2	6 30 —	Doterel - - -	6 12	6 10	
— - 3	6 30 —	Sprightly - -	7 0	6 15	
— - 4	6 30 —	Otter - - -	6 41	6 30	
— - 5	6 30 —	Doterel - - -	7 27	6 16	
— - 6	7 0 —	Sprightly - -	8 10	6 32	
— - 7	6 30 —	Otter - - -	6 38	6 19	
— - 8	6 30 —	Doterel - - -	6 35	5 45	
— - 9	6 30 —	Sprightly - -	6 30	6 20	
— - 10	6 30 —	Otter - - -	10 45	6 5	
— - 11	6 30 —	Doterel - - -	7 22	5 50	
— - 12	6 30 —	Sprightly - -	6 50	5 57	
— - 13	6 30 —	Otter - - -	6 40	6 7	
— - 14	6 30 —	Doterel - - -	6 5	6 7	
— - 15	6 30 —	Sprightly - -	6 10	6 0	
— - 16	6 30 —	Otter - - -	6 24	6 30	
— - 17	6 30 —	Doterel - - -	6 26	6 12	
— - 18	6 30 —	Sprightly - -	6 25	7 5	
— - 19	6 30 —	Zephyr - - -	6 57	6 42	
— - 20	6 30 —	Doterel - - -	7 27	6 21	
— - 21	6 30 —	Sprightly - -	8 20	6 23	
— - 22	6 30 —	Zephyr - - -	7 15	6 0	
— - 23	6 30 —	Otter - - -	6 10	5 53	
— - 24	6 30 —	Sprightly - -	6 13	6 2	
— - 25	6 30 —	Zephyr - - -	6 0	5 53	
— - 26	6 30 —	Otter - - -	6 4	5 53	
— - 27	6 30 —	Doterel - - -	8 5	5 48	
— - 28	6 30 —	Zephyr - - -	18 45	6 15	
— - 29	6 30 —	Otter - - -	9 10	6 9	
— - 30	6 30 —	Doterel - - -	8 57	6 28	
— - 31	6 30 —	Sprightly - -	7 20	6 22	
August 1	6 30 —	Otter - - -	6 45	6 24	
— - 2	6 30 —	Doterel - - -	6 20	6 33	
— - 3	6 35 —	Sprightly - -	6 25	6 58	
— - 4	6 30 —	Zephyr - - -	6 30	6 20	
— - 5	6 30 —	Doterel - - -	9 0	6 9	
— - 6	6 30 —	Sprightly - -	7 55	6 42	
— - 7	6 30 —	Zephyr - - -	7 17	6 9	
— - 8	6 30 —	Otter - - -	6 32	5 55	
— - 9	6 30 —	Sprightly - -	9 35	6 15	
— - 10	6 30 —	Zephyr - - -	5 45	6 0	
— - 11	6 42 —	Otter - - -	8 1	6 42	
— - 12	6 30 —	Doterel - - -	6 15	5 53	
— - 13	6 30 —	Zephyr - - -	6 15	6 33	
— - 14	8 5 —	Otter - - -	6 35	6 10	
— - 15	6 30 —	Doterel - - -	6 35	6 37	
— - 16	6 30 —	Sprightly - -	7 5	6 21	
— - 17	6 30 —	Otter - - -	6 50	6 34	
— - 18	6 30 —	Doterel - - -	6 45	6 45	
— - 19	6 30 —	Sprightly - -	6 25	6 25	
— - 20	6 30 —	Zephyr - - -	6 40	7 14	
— - 21	6 30 —	Doterel - - -	7 0	6 3	
— - 22	6 30 —	Sprightly - -	8 30	6 3	
— - 23	6 30 —	Zephyr - - -	6 14	6 12	
— - 24	6 35 —	Otter - - -	6 30	5 55	
— - 25	6 30 —	Sprightly - -	6 15	5 57	
— - 26	6 30 —	Zephyr - - -	6 15	6 40	
— - 27	6 30 —	Otter - - -	6 44	5 58	
— - 28	6 30 —	Doterel - - -	6 27	6 11	
— - 29	6 30 —	Zephyr - - -	6 50	6 35	
— - 30	6 30 —	Otter - - -	7 5	6 1	
— - 31	6 30 —	Doterel - - -	6 37	8 3	

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1841:	H. M.		H. M.	H. M.	
September 1	6 30 p. m.	Sprightly	8 30	6 28	
— 2	6 30 —	Otter	7 54	6 17	
— 3	6 30 —	Doterel	6 32	6 26	
— 4	6 30 —	Sprightly	8 5	6 25	
— 5	6 40 —	Zephyr	6 20	7 13	
— 6	6 30 —	Doterel	6 16	6 8	
— 7	7 0 —	Sprightly	6 55	6 40	
— 8	6 30 —	Zephyr	6 14	6 15	
— 9	6 42 —	Sprightly	7 3	6 40	
— 10	6 30 —	Doterel	6 41	6 1	
— 11	6 38 —	Zephyr	6 7	6 10	
— 12	6 30 —	Doterel	6 17	6 2	
— 13	6 30 —	Zephyr	6 30	6 37	
— 14	6 30 —	Doterel	6 30	6 51	
— 15	6 30 —	Zephyr	7 0	6 32	
— 16	6 35 —	Sprightly	7 45	7 56	
— 17	6 30 —	Doterel	7 5	7 22	
— 18	6 30 —	Zephyr	6 35	7 32	
— 19	6 30 —	Sprightly	6 30	10 55	
— 20	6 30 —	Doterel	6 30	10 40	
— 21	6 30 —	Zephyr	6 7	7 36	
— 22	6 30 —	Sprightly	6 20	6 42	
— 23	6 30 —	Doterel	6 5	6 11	
— 24	6 30 —	Zephyr	6 20	6 14	
— 25	6 30 —	Sprightly	6 20	6 9	
— 26	6 30 —	Doterel	6 21	6 20	
— 27	6 30 —	Zephyr	6 10	6 4	
— 28	6 30 —	Sprightly	7 0	6 24	
— 29	6 30 —	Doterel	9 37	6 32	
— 30	6 30 —	Zephyr	8 15	6 43	
October 1	6 30 —	Sprightly	6 38	6 33	
— 2	6 30 —	Doterel	6 23	9 6	
— 3	6 30 —	Zephyr	6 25	9 1	
— 4	6 30 —	Sprightly	6 26	7 54	
— 5	6 30 —	Doterel	6 45	7 17	
— 6	6 30 —	Zephyr	6 27	6 6	
— 7	6 30 —	Sprightly	9 35	6 1	
— 8	6 30 —	Doterel	8 0	6 53	
— 9	6 30 —	Zephyr	6 25	6 7	
— 10	6 33 —	Sprightly	8 22	6 3	
— 11	6 30 —	Doterel	7 10	6 9	
— 12	6 30 —	Zephyr	10 15	6 22	
— 13	6 30 —	Sprightly	9 35	6 7	
— 14	7 8 —	Doterel	12 47	6 11	
— 15	6 30 —	Zephyr	9 20	6 6	
— 16	6 30 —	Sprightly	8 20	6 52	
— 17	6 35 —	Doterel	18 3	6 12	
— 18	6 30 —	Zephyr	6 45	5 43	
— 19	7 0 —	Sprightly	11 53	6 8	
— 20	6 30 —	Doterel	16 40	7 27	
— 21	6 50 —	Zephyr	7 10	6 16	
— 22	6 50 —	Sprightly	7 0	6 0	
— 23	6 30 —	Doterel	7 10	7 28	
— 24	6 30 —	Zephyr	8 45	7 50	
— 25	6 30 —	Sprightly	6 5	8 41	
— 26	6 30 —	Doterel	6 19	8 5	
— 27	7 13 —	Zephyr	6 12	7 56	
— 28	6 30 —	Sprightly	6 20	8 10	
— 29	6 30 —	Doterel	6 27	6 24	
— 30	6 30 —	Zephyr	6 35	6 20	
— 31	6 30 —	Sprightly	6 45	6 26	
November 1	6 30 —	Doterel	6 54	7 36	
— 2	6 30 —	Zephyr	6 40	7 2	
— 3	6 30 —	Sprightly	6 27	6 47	
— 4	6 40 —	Doterel	6 13	6 49	
— 5	6 45 —	Zephyr	6 15	6 2	
— 6	6 30 —	Sprightly	7 10	6 9	
— 7	6 35 —	Doterel	6 38	5 55	
— 8	6 30 —	Zephyr	6 30	6 17	
— 9	6 30 —	Sprightly	8 58	6 8	
— 10	6 30 —	Doterel	7 25	6 10	
— 11	6 30 —	Zephyr	6 37	6 37	
— 12	6 45 —	Sprightly	15 25	8 15	

(*continued*)

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1841:	H. M.		H. M.	H. M.	
November 13	6 30 p. m.	Doterel - - -	7 6	7 28	
— - 14	6 30 —	Zephyr - - -	6 39	6 22	
— - 15	6 45 —	Sprightly - -	7 5	6 18	
— - 16	8 10 —	Doterel - - -	6 56	7 57	
— - 17	7 30 —	Zephyr - - -	6 40	6 25	
— - 18	7 40 —	Sprightly - -	6 28	6 58	
— - 19	7 50 —	Doterel - - -	7 4	6 44	
— - 20	9 9 —	Zephyr - - -	9 46	5 57	
— - 21	6 55 —	Sprightly - -	6 22	5 50	
— - 22	6 30 —	Doterel - - -	10 3	5 49	
— - 23	7 0 —	Zephyr - - -	11 7	6 13	
— - 24	6 30 —	Sprightly - -	8 15	7 8	
— - 25	6 45 —	Doterel - - -	6 33	6 33	
— - 26	7 35 —	Zephyr - - -	6 20	6 27	
— - 27	6 55 —	Sprightly - -	6 47	6 35	
— - 28	6 55 —	Doterel - - -	6 47	6 38	
— - 29	6 30 —	Zephyr - - -	7 30	6 51	
— - 30	6 30 —	Sprightly - -	9 50	6 36	
December 1	6 45 —	Doterel - - -	6 50	8 10	
— - 2	7 5 —	Zephyr - - -	7 15	5 50	
— - 3	6 40 —	Sprightly - -	7 25	6 13	
— - 4	7 30 —	Otter - - -	18 22	6 15	
— - 5	7 5 —	Zephyr - - -	6 55	5 59	
— - 6	6 30 —	Sprightly - -	11 5	5 46	
— - 7	6 55 —	Otter - - -	8 7	5 50	
— - 8	6 50 —	Doterel - - -	10 32	5 37	
— - 9	6 40 —	Sprightly - -	9 53	6 8	
— - 10	7 0 —	Otter - - -	13 20	6 24	
— - 11	6 50 —	Doterel - - -	9 10	6 15	
— - 12	6 30 —	Zephyr - - -	9 15	6 28	
— - 13	6 30 —	Otter - - -	12 35	6 39	
— - 14	6 30 —	Doterel - - -	10 30	6 7	
— - 15	7 10 —	Zephyr - - -	12 50	6 19	
— - 16	6 55 —	Sprightly - -	9 45	6 23	
— - 17	8 5 —	Doterel - - -	8 20	8 40	
— - 18	8 17 —	Zephyr - - -	6 24	6 5	
— - 19	6 33 —	Sprightly - -	6 24	6 16	
— - 20	6 32 —	Otter - - -	6 48	5 59	
— - 21	7 5 —	Zephyr - - -	6 15	5 55	
— - 22	7 40 —	Sprightly - -	6 45	5 56	
— - 23	8 11 —	Otter - - -	8 25	5 59	
— - 24	8 7 —	Doterel - - -	8 33	5 56	
— - 25	7 40 —	Sprightly - -	8 40	6 14	
— - 26	6 45 —	Otter - - -	7 55	6 10	
— - 27	6 47 —	Doterel - - -	7 40	6 25	
— - 28	7 13 —	Zephyr - - -	7 27	7 4	
— - 29	7 18 —	Otter - - -	6 55	6 21	
— - 30	7 15 —	Doterel - - -	6 37	6 24	
— - 31	7 17 —	Zephyr - - -	7 8	6 38	
1842:					
January 1	7 0 —	Sprightly - -	6 25	7 54	
— - 2	6 40 —	Doterel - - -	6 15	6 30	
— - 3	6 30 —	Zephyr - - -	6 20	6 0	
— - 4	6 48 —	Sprightly - -	6 12	5 55	
— - 5	6 55 —	Otter - - -	6 5	5 58	
— - 6	6 45 —	Zephyr - - -	6 15	6 2	
— - 7	6 50 —	Sprightly - -	6 0	6 24	
— - 8	6 45 —	Otter - - -	6 20	6 31	
— - 9	6 30 —	Doterel - - -	6 28	7 3	
— - 10	6 30 —	Sprightly - -	7 15	8 31	
— - 11	7 7 —	Otter - - -	6 39	9 25	
— - 12	7 15 —	Doterel - - -	7 35	6 34	
— - 13	7 15 —	Zephyr - - -	7 15	6 35	
— - 14	8 15 —	Otter - - -	6 24	5 53	
— - 15	7 47 —	Doterel - - -	7 21	5 53	
— - 16	7 32 —	Zephyr - - -	11 48	6 19	
— - 17	7 22 —	Sprightly - -	7 33	6 22	
— - 18	7 45 —	Doterel - - -	6 37	6 29	
— - 19	7 55 —	Zephyr - - -	6 40	6 5	
— - 20	7 0 —	Sprightly - -	6 40	6 27	
— - 21	6 55 —	Otter - - -	6 50	5 40	
— - 22	6 55 —	Zephyr - - -	10 35	6 24	
— - 23	7 45 —	Sprightly - -	7 5	6 17	
— - 24	7 7 —	Otter - - -	9 21	6 33	

DATE.	Hour of Departure.	Name of Packet.	Length of Passage		The Days on which no Mail has left Holyhead.
			To Kingstown.	To Holyhead.	
1842:	H. M.		H. M.	H. M.	
January - 25	8 15 p.m.	Doterel - - -	6 43	6 23	
— - 26	- - -	- - - -	- - -	- - -	- - Blowing a heavy gale of wind, the packet waited for more moderate weather.
— - 27	7 50 a.m.	Sprightly - -	11 0	6 23	
	7 10 p.m.	Otter - - -	9 58	6 37	
— - 28	7 17 —	Doterel - - -	9 43	6 15	
— - 29	7 30 —	Zephyr - - -	6 55	6 44	
— - 30	6 45 —	Otter - - -	7 12	5 58	
— - 31	7 0 —	Doterel - - -	7 5	6 13	
February 1	7 6 —	Zephyr - - -	6 54	5 58	
— - 2	6 57 —	Sprightly - -	6 13	6 3	
— - 3	7 25 —	Doterel - - -	5 55	6 5	
— - 4	7 29 —	Zephyr - - -	6 11	6 49	
— - 5	7 20 —	Sprightly - -	6 25	6 23	
— - 6	6 48 —	Otter - - -	6 12	6 28	
— - 7	6 30 —	Zephyr - - -	6 15	7 0	
— - 8	7 0 —	Sprightly - -	6 35	6 15	
— - 9	7 48 —	Otter - - -	7 2	6 18	
— - 10	6 50 —	Doterel - - -	10 55	6 30	
— - 11	6 45 —	Sprightly - -	7 0	7 36	
— - 12	6 37 —	Otter - - -	11 38	6 6	
— - 13	6 30 —	Doterel - - -	11 30	6 49	
— - 14	6 30 —	Zephyr - - -	8 3	6 11	
— - 15	6 40 —	Otter - - -	6 35	6 3	
— - 16	6 55 —	Doterel - - -	6 25	6 3	
— - 17	6 45 —	Zephyr - - -	6 15	5 57	
— - 18	6 37 —	Sprightly - -	6 13	6 6	
— - 19	6 33 —	Doterel - - -	6 30	5 50	
— - 20	6 30 —	Zephyr - - -	6 45	6 24	
— - 21	6 30 —	Sprightly - -	6 15	7 33	
— - 22	6 58 —	Otter - - -	7 5	6 20	
— - 23	6 35 —	Zephyr - - -	7 25	6 27	
— - 24	6 35 —	Sprightly - -	7 0	6 25	
— - 25	6 35 —	Otter - - -	8 25	6 34	
— - 26	6 55 —	Doterel - - -	10 17	6 8	
— - 27	6 35 —	Sprightly - -	16 58	6 7	
— - 28	6 20 —	Otter - - -	9 50	5 58	

John Kains,
Commander conducting the Packet Service.

— 3. —

A RETURN showing the HOUR at which the LONDON MAIL has been received at the *Dublin* Post Office, each day since the 1st January 1841; and the Number of Days, specifying them, on which the Evening Mail Coaches have left *Dublin* without the *London* Mail.

The Hours of Arrival of the London Mail each Day since the 1st January 1841.

DATE.	Time of Arrival.	DATE.	Time of Arrival.	DATE.	Time of Arrival.
1841:	H. M.	1841:	H. M.	1841:	H. M.
January 1	11 40 p.m.	January 18	6 13 p.m.	February 3	7 10 p.m.
— 2	10 30 —	— 19	7 40 —	— 4	7 45 —
— 3	6 22 —	— 20	8 15 —	— 5	7 5 —
— 4	11 30 —	— 21	9 18 —	— 6	8 22 —
— 5	5 50 a.m. 6.	— 22	10 30 —	— 7	9 20 —
— 6	7 0 p.m.	— 23	5 50 a.m. 24.	— 8	7 30 —
— 7	8 5 —	— 24	10 20 p.m.	— 9	8 15 —
— 8	8 0 —	— 25	8 40 —	— 10	8 46 —
— 9	8 22 —	— 26	8 55 —	— 11	9 24 —
— 10	9 42 —	— 27	8 48 —	— 12	6 10 a.m. 13.
— 11	9 22 —	— 28	8 45 —	— 13	8 55 p.m.
— 12	8 45 —	— 29	8 30 —	— 14	9 0 —
— 13	8 52 —	— 30	8 15 —	— 15	7 48 —
— 14	9 45 —	— 31	8 5 —	— 16	7 12 —
— 15	9 25 —			— 17	6 42 —
— 16	10 35 —	February 1	7 35 —	— 18	8 14 —
— 17	12 10 a.m. 18	— 2	9 20 —	— 19	8 5 —

DATE.	Time of Arrival.	DATE.	Time of Arrival.	DATE.	Time of Arrival.
1841:	H. M.	1841:	H. M.	1841:	H. M.
February 20	6 37 p. m.	May - 5	6 57 p. m.	July - 18	6 10 p. m.
— 21	7 45 —	— 6	8 16 —	— 19	6 17 —
— 22	7 5 —	— 7	6 20 —	— 20	5 58 —
— 23	8 2 —	— 8	7 20 —	— 21	8 15 —
— 24	7 50 —	— 9	7 58 —	— 22	10 7 —
— 25	8 45 —	— 10	7 22 —	— 23	7 35 —
— 26	10 40 —	— 11	7 40 —	— 24	6 43 —
— 27	10 35 —	— 12	7 46 —	— 25	6 45 —
— 28	8 28 —	— 13	6 40 —	— 26	6 17 —
		— 14	6 40 —	— 27	6 20 —
March - 1	7 45 —	— 15	6 52 —	— 28	9 10 —
— 2	9 40 —	— 16	6 45 —	— 29	5 0 a. m. 30
— 3	8 45 —	— 17	10 40 —	— 30	6 43 p. m.
— 4	7 50 —	— 18	8 32 —	— 31	8 35 —
— 5	8 46 —	— 19	6 24 —		
— 6	7 40 —	— 20	8 7 —	August 1	7 7 —
— 7	8 25 —	— 21	6 10 —	— 2	5 45 —
— 8	8 0 —	— 22	6 11 —	— 3	6 20 —
— 9	10 35 —	— 23	6 50 —	— 4	6 35 —
— 10	5 55 a. m. 11.	— 24	6 33 —	— 5	5 50 —
— 11	7 45 p. m.	— 25	6 35 —	— 6	11 50 —
— 12	10 35 —	— 26	7 10 —	— 7	7 10 —
— 13	8 57 —	— 27	7 5 —	— 8	7 25 —
— 14	10 30 —	— 28	6 10 —	— 9	7 35 —
— 15	9 35 —	— 29	6 58 —	— 10	7 48 —
— 16	8 45 —	— 30	6 10 —	— 11	6 42 —
— 17	10 35 —	— 31	5 30 —	— 12	6 59 —
— 18	6 40 —			— 13	6 29 —
— 19	8 42 —	June - 1	6 40 —	— 14	7 13 —
— 20	7 34 —	— 2	6 22 —	— 15	6 0 —
— 21	10 40 —	— 3	6 26 —	— 16	5 35 —
— 22	8 50 —	— 4	7 40 —	— 17	6 36 —
— 23	7 50 —	— 5	6 25 —	— 18	6 0 —
— 24	7 35 —	— 6	7 27 —	— 19	6 48 —
— 25	7 55 —	— 7	6 5 —	— 20	7 50 —
— 26	8 20 —	— 8	7 30 —	— 21	8 40 —
— 27	8 16 —	— 9	7 6 —	— 22	6 50 —
— 28	7 55 —	— 10	6 25 —	— 23	7 42 —
— 29	10 45 —	— 11	6 35 —	— 24	7 24 —
— 30	10 45 —	— 12	6 48 —	— 25	6 44 —
— 31	5 50 a. m. 1 Ap.	— 13	6 3 —	— 26	6 50 —
		— 14	6 2 —	— 27	5 45 —
Aptil - 1	9 10 p. m.	— 15	7 17 —	— 28	5 40 —
— 2	9 42 —	— 16	5 37 —	— 29	6 55 —
— 3	7 35 —	— 17	5 40 —	— 30	6 13 —
— 4	7 0 —	— 18	5 55 —	— 31	6 20 —
— 5	6 31 —	— 19	6 10 —		
— 6	7 40 —	— 20	6 25 —	Sept. - 1	6 52 —
— 7	7 16 —	— 21	8 10 —	— 2	6 5 —
— 8	10 35 —	— 22	7 10 —	— 3	6 40 —
— 9	8 13 —	— 23	6 35 —	— 4	8 36 —
— 10	7 5 —	— 24	7 5 —	— 5	6 40 —
— 11	7 38 —	— 25	6 20 —	— 6	6 10 —
— 12	6 45 —	— 26	6 25 —	— 7	7 5 —
— 13	7 50 —	— 27	6 50 —	— 8	7 2 —
— 14	7 50 —	— 28	5 37 —	— 9	5 52 —
— 15	7 50 —	— 29	5 42 —	— 10	7 17 —
— 16	6 20 —	— 30	6 55 —	— 11	5 40 —
— 17	6 20 —			— 12	5 14 —
— 18	8 35 —	July - 1	6 27 —	— 13	5 42 —
— 19	7 40 —	— 2	6 4 —	— 14	5 40 —
— 20	7 14 —	— 3	6 24 —	— 15	5 55 —
— 21	6 40 —	— 4	6 16 —	— 16	6 43 —
— 22	6 20 —	— 5	5 45 —	— 17	5 48 —
— 23	7 2 —	— 6	8 25 —	— 18	6 10 —
— 24	8 20 —	— 7	7 5 —	— 19	6 47 —
— 25	8 15 —	— 8	7 28 —	— 20	6 38 —
— 26	10 5 —	— 9	7 30 —	— 21	6 13 —
— 27	7 50 —	— 10	7 45 —	— 22	6 10 —
— 28	6 29 —	— 11	6 50 —	— 23	6 25 —
— 29	6 20 —	— 12	7 12 —	— 24	5 43 —
— 30	6 38 —	— 13	7 35 —	— 25	5 47 —
		— 14	6 35 —	— 26	6 16 —
May - 1	5 40 —	— 15	5 32 —	— 27	5 40 —
— 2	6 50 —	— 16	5 40 —	— 28	6 42 —
— 3	6 27 —	— 17	5 35 —	— 29	8 32 —
— 4	6 5 —			— 30	6 38 —

DATE.	Time of Arrival.	DATE.	Time of Arrival.	DATE.	Time of Arrival.
1841:	H. M.	1841:	H. M.	1842:	H. M.
October 1	6 26 p.m.	Nov. 21	7 25 p.m.	January 9	6 15 – p.m.
— 2	6 50 –	— 22	9 40 –	— 10	6 55 –
— 3	7 57 –	— 23	8 45 –	— 11	6 39 –
— 4	5 47 –	— 24	12 7 a.m. 25.	— 12	8 30 –
— 5	7 15 –	— 25	6 0 p.m.	— 13	7 55 –
— 6	6 10 –	— 26	8 55 –	— 14	8 25 –
— 7	6 26 –	— 27	6 20 –	— 15	7 40 –
— 8	6 10 –	— 28	5 55 –	— 16	12 26 a.m. 17.
— 9	7 50 –	— 29	7 15 –	— 17	8 42 p.m.
— 10	5 20 –	— 30	8 15 –	— 18	8 58 –
— 11	7 26 –			— 19	8 30 –
— 12	6 58 –	December 1	6 13 –	— 20	6 35 –
— 13	8 0 –	— 2	6 38 –	— 21	6 50 –
— 14	9 25 –	— 3	6 50 –	— 22	8 33 –
— 15	12 20 a.m. 16.	— 4	6 0 a.m. 5.	— 23	9 10 –
— 16	9 5 p.m.	— 5	9 30 p.m.	— 24	6 30 –
— 17	7 40 –	— 6	11 55 –	— 25	9 35 –
— 18	10 5 –	— 7	9 45 –	— 26	7 20 a.m. 27.
— 19	9 45 –	— 8	11 50 –	— 27	12 30 a.m. 28.
— 20	5 50 a.m. 21.	— 9	10 35 –	— 28	8 45 p.m.
— 21	10 10 p.m.	— 10	6 0 a.m. 11.	— 29	7 45 –
— 22	6 27 –	— 11	11 40 p.m.	— 30	7 28 –
— 23	7 12 –	— 12	10 45 –	— 31	7 45 –
— 24	8 27 –	— 13	9 35 –		
— 25	5 40 –	— 14	9 45 –	February 1	8 18 –
— 26	5 50 –	— 15	5 55 a.m. 16.	— 2	7 45 –
— 27	6 12 –	— 16	12 15 a.m. 17.	— 3	7 17 –
— 28	5 40 –	— 17	9 10 p.m.	— 4	6 50 –
— 29	5 40 –	— 18	7 25 –	— 5	5 43 –
— 30	6 25 –	— 19	8 15 –	— 6	5 52 –
— 31	6 45 –	— 20	11 40 –	— 7	6 10 –
		— 21	5 50 a.m. 22.	— 8	5 48 –
November 1	7 8 –	— 22	7 45 p.m.	— 9	6 18 –
— 2	9 0 –	— 23	9 15 –	— 10	7 58 –
— 3	6 15 –	— 24	10 30 –	— 11	7 45 –
— 4	6 40 –	— 25	11 55 –	— 12	11 40 –
— 5	7 25 –	— 26	7 50 –	— 13	11 50 –
— 6	6 45 –	— 27	6 36 –	— 14	7 25 –
— 7	6 40 –	— 28	7 15 –	— 15	8 50 –
— 8	6 50 –	— 29	6 35 –	— 16	6 45 –
— 9	8 43 –	— 30	8 20 –	— 17	7 43 –
— 10	7 38 –	— 31	7 12 –	— 18	6 25 –
— 11	7 25 –			— 19	6 25 –
— 12	1 5 a.m. 13.	1842:		— 20	7 52 –
— 13	8 45 p.m.	January 1	6 27 –	— 21	6 0 –
— 14	7 0 –	— 2	6 42 –	— 22	5 40 –
— 15	6 47 –	— 3	7 15 –	— 23	6 55 –
— 16	6 50 –	— 4	6 27 –	— 24	5 42 –
— 17	6 40 –	— 5	6 42 –	— 25	7 48 –
— 18	6 58 –	— 6	5 55 –	— 26	11 40 –
— 19	6 45 –	— 7	6 18 –	— 27	5 50 a.m. 28.
— 20	11 55 –	— 8	6 7 –	— 28	10 30 p.m.

The Number of Days, specifying them, on which the Evening Mail Coaches have left *Dublin* without the *London* Mail, viz.—The Number of Days 102, as follows:

1841:	1841:	1841:	1841:	1841:	1841:	1841:	1842:
January 1	Jan. 23	Feb. 26	March 19	July 28	Nov. 12	Dec. 10	Jan. 16
— 2	— 24	— 27	— 21	— 29	— 13	— 11	— 18
— 4	— 26		— 22		— 20	— 12	— 23
— 5	— 27	March 2	— 29	August 6	— 22	— 13	— 25
— 10	— 28	— 3	— 30		— 23	— 14	— 26
— 11		— 5	— 31	Oct. 14	— 24	— 15	— 27
— 12	Feb. 2	— 9	April 1	— 15	— 26	— 16	— 28
— 13	— 7	— 10	— 2	— 16		— 17	
— 14	— 10	— 12	— 8	— 18	Dec. 4	— 20	Feb. 12
— 15	— 11	— 13	— 26	— 19	— 5		— 13
— 16	— 12	— 14		— 20	— 6	— 21	— 15
— 17	— 13	— 15	May 10	— 21	— 7	— 23	— 26
— 21	— 14	— 16			— 8	— 24	— 27
— 22	— 25	— 17	July 22	Nov. 2	— 9	— 25	— 28

General Post Office,
Dublin, 19 March 1842.

T. O. Lees,
for Secretary.

— 4. —

A RETURN showing the Number of MAIL STEAM PACKETS on the *Liverpool* and *Kingstown*, *Holyhead* and *Kingstown*, *Milford* and *Waterford*, and *Portpatrick* and *Donaghadee* Stations; the Expense incurred in the Building and Outfit, and Repairs of the Vessels; the Expenses of the Establishments and the Total Disbursements, and the Receipts and Passages, &c.; with the Totals of such Charges, from the 1st January to the 31st December 1841;—also, the Amount paid by the Government for the Contract for conveying the Day Mail from *Liverpool* to *Kingstown* (in continuation of the Returns of the 12th February 1841).

EXPENSES.

STATION.	Number of Vessels.	Incurred in the Building, Outfit, and Repairs of the Vessels.	Coals supplied to the Vessels.	Establishment Afloat and on Shore, &c. &c.	TOTAL AMOUNT.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Liverpool and Kingstown	5	9,762 – –	10,298 – –	15,425 7 11	35,485 7 11
Holyhead and Kingstown	4	2,358 – –	2,953 – –	8,092 1 –	13,403 1 –
Milford and Waterford	5	7,143 – –	6,107 – –	8,397 15 5	21,647 15 5
Portpatrick and Donaghadee	2	2,155 – –	726 – –	2,855 5 5	5,736 5 5

RECEIPTS.

STATION.	Number of Vessels.	Passage-Money, Freight. &c.	Sale of Vessels.	Sale of Old Stores.	Miscellaneous.	TOTAL AMOUNT.
		£. s. d.			£. s. d.	£. s. d.
Liverpool and Kingstown	5	12,684 12 6	- -	- -	124 15 6	12,809 8 –
Holyhead and Kingstown	4	2,539 12 3	- -	- -	35 10 2	2,575 2 5
Milford and Waterford	5	978 4 5	- -	- -	5 – –	983 4 5
Portpatrick and Donaghadee	2	1,032 18 9	- -	- -	- - -	1,032 18 9

AMOUNT paid by Government for conveying the Day Mail between Liverpool and Kingstown - - - - - - - - - £. 9,750.

Admiralty, Somerset House, 29 March 1842.

J. T. Briggs, Accountant-General.

MAIL CONVEYANCE.

RETURN to an ORDER of the Honourable The House of Commons, dated 16 March 1842;—*for*,

COPIES of the CORRESPONDENCE that has taken place between the POST-OFFICE Authorities and the GRAND JUNCTION RAILWAY COMPANY, relative to the Conveyance of the Mails from *Crewe* to *Chester* and *Birkenhead*.

General Post-Office, April, 1842.

W. L. MABERLY, Secretary.

Ordered, by The House of Commons, *to be Printed*, 12 *April* 1842.

To the CHESTER AND CREWE RAILWAY COMPANY.

TAKE notice, that in pursuance of the power vested in me by an Act of Parliament passed in the First and Second years of the Reign of Her present Majesty, intituled, "An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned, Thomas William Earl of Lichfield, Her Majesty's Postmaster-general, do, by this writing under my hand, require and direct that the mails and post letter bags shall from and after the 14th day of June next be conveyed and forwarded by you on your Railway, either by the ordinary trains of carriages, or by special trains, as need may be, from Crewe to Chester, and from Chester to Crewe respectively, twice each way in each day of every week, at such times and hours in the day and night, subject to such regulations and restrictions as to speed of travelling, places, times, and duration of stoppages and times of arrival, as are mentioned and set forth in the time-bills hereunto annexed; together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office as hereinafter mentioned: and I also require you from and after the said 14th day of June next to appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class carriage in each of the trains which will daily leave the Crewe station at 4 h. 16 m. A.M., and 5 h. 16 m. P.M. respectively for Chester; and also in each of the trains which will daily leave the Chester station at 8 h. 1 m. P.M., and 3 h. 0 m. A.M. respectively for Crewe, for depositing therein the mails and post letter bags, and for conveying the guards in charge thereof, and other officers of the Post-office as hereinafter mentioned (which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require); and I require and direct you to receive, take up, carry, and convey in such carriages respectively all such mails and post letter bags as shall for that purpose be tendered to you, or any of your officers, servants, or agents, by any officer of the Post-office as the Postmaster-general shall reasonably require, and to deliver and leave such mails or post letter bags, guards, and officers at such places on the line of your Railway as the Postmaster-general shall in that behalf from time to time reasonably order and direct. And I further require you, from and after the said 14th day of June next, at your own costs, to provide and furnish sufficient carriages and engines on your Railway for the conveyance of the mails and post letter bags in manner hereinbefore directed, to the satisfaction of the Postmaster-general. And I give you further notice, that in respect of the services aforesaid I shall require you to give security by bond to Her Majesty, her heirs and successors, conditional to be void, as in the said Act mentioned and provided.

General Post-Office, 5 May 1841.

(signed) *Lichfield.*

NIGHT MAIL.

Crewe and *Chester* Railway Time-Bill.

M.	F.	H.	M.		H.	M.
				To be dispatched from the railway station at Crewe at - - - - - - - - -	4	16 A. M.
20	5	1	0	To arrive at the railway station at Chester at	5	16 A. M.
				RETURN.		
				To be dispatched from the railway station at Chester at - - - - - - - - -	8	1 P. M.
20	5	1	0	To arrive at the railway station at Crewe at	9	1 P. M.

(signed) *Lichfield.*

DAY MAIL.

Crewe and *Chester* Railway Time-Bill.

M.	F.	H.	M.		H.	M.
				To be dispatched from the railway station, Crewe, at - - - - - - - - -	5	16 P. M.
20	5	1	0	To arrive at the railway station, Chester, at -	6	16 P. M.
				RETURN.		
				To be dispatched from the railway station, Chester, at - - - - - - - - -	3	0 A. M.
20	5	1	0	To arrive at the railway station, Crewe, at -	4	0 A. M.

(signed) *Lichfield.*

Sir, Grand Junction Railway, Liverpool, 12 May 1841.

I HAVE the honour to acknowledge the receipt of the notice from the Postmaster-general, specifying the new service required to be performed by this Company between Chester and the station at Crewe from and after the 14th June next, which has this day been laid before the Board, and I am instructed to state that the Company will be prepared to comply with the requisition at the time appointed.

With reference to the conveyance of the mail bags and guards to Chester and Crewe respectively, I beg leave to mention that it will be necessary to forward them by a special engine, as no train leaves either station at the hours named in the notice.

I am also instructed by the directors to request that any future communication relative to the Crewe and Chester line may be addressed to their secretary at Liverpool, as that branch is now incorporated with the Grand Junction Railway; and it may likewise be proper to mention that the distance from Chester to Crewe is fully 21 miles, instead of 20 miles and five furlongs as stated in the time-bills attached to the notice.

I have, &c.

(signed) *E. J. Cleather,*
Manager.

Geo. Stow, Esq.

Sir, Grand Junction Railway, Liverpool, 26 May 1841.

IN the notice of the new mail service required from this Company from and after the 14th of June next, I observe that the whole or so much as the Postmaster-general shall deem necessary of the inside of the second-class carriage shall be exclusively appropriated, and fitted up with locks and keys in such manner as the Postmaster-general shall require for depositing therein the mails

mails and post letter bags, and for conveying the guards in charge thereof twice each way daily, between Chester and Crewe.

As it must necessarily take some time to prepare two carriages of this description, I beg leave to inquire whether the officers of the Post-office will furnish any plan to enable the Company's coach-builder to make such alterations and additions to two second-class carriages as may be deemed requisite for the abovementioned service, and whether in the event of its being found impossible to effect such alterations before the 14th of next month, two of the Company's second-class carriages in their present state, with locks and keys to the doors, could be made available for the service.

I have, &c.

George Stow, Esq. (signed) *E. J. Cleather.*

Sir, General Post-office, 28 May 1841.

I HAVE to acknowledge your letter of 26th instant, and I have directed an officer to wait upon you to state the description of carriages that will be required for the conveyance of bags between Crewe and Birkenhead.

I am, &c.

E. J. Cleather, Esq. (signed) *George Stow.*
Grand Junction Railway, Liverpool.

Sir, Grand Junction Railway, Liverpool, 31 May 1841.

I AM in receipt of your letter of the 28th instant, relative to the description of carriages required for the new mail service on the Chester and Crewe Branch of the Grand Junction Railway, and I beg leave to acquaint you that two second-class carriages will be fitted up in the manner suggested by the officer of the Post-office for the service in question.

With reference to that part of your letter in which you state that the carriages are required "for the conveyance of the mail bags from Crewe to Birkenhead," I am instructed by the directors to observe that their line terminates at Chester, and that they have no control over the line between Chester and Birkenhead, nor do they carry upon it.

I am, &c.

G. Stow, Esq. (signed) *E. J. Cleather.*

Sir, Grand Junction Railway, Liverpool, 26 May 1841.

WITH reference to your letter of 12th instant, which accompanied the notice of a new mail service, to be undertaken by this Company between their stations at Chester and Crewe, I am instructed by the directors to inquire whether the Postmaster-general proposes to settle by arbitration the terms of payment for the service in question? I shall feel obliged if you can favour me with an early reply for the information of the directors.

I have, &c.

G. Stow, Esq. (signed) *E. J. Cleather.*

Sir, General Post-office, 24 June 1841.

IN reply to your letter of the 26th ultimo, I beg to state, that the proper course will be for the directors to state the terms upon which they will convey the mail bags and guard between Crewe and Chester; the Postmaster-general will then be able to decide whether to proceed to arbitration or not.

I regret that your letter has accidentally remained so long unanswered.

I am, &c.

Captain Cleather, (signed) *George Stow.*
Grand Junction Railway Office, Liverpool.

Sir, Grand Junction Railway, Liverpool, 15 July 1841.

With reference to your letter of the 24th ultimo, I am instructed to state that the directors consider 12 *l.* per day will be a fair and reasonable charge for the conveyance of the mails twice each way daily between Chester and Crewe; but should this proposition not be satisfactory to the Postmaster-general, the directors will be happy to meet his wishes by having the terms submitted to arbitration in the usual manner.

I am, &c.

George Stow, Esq. (signed) *E. J. Cleather.*

Sir, General Post-office, 23 June 1841.

I observe upon the Birkenhead and Crewe time-bill of the 22d instant, that the train was dispatched from Chester to Crewe by local time instead of London time; the train was consequently detained at Chester beyond the time allowed. I request you will be good enough to give directions for the dispatch to be made at the hour stated in the notice served upon the directors of the Grand Junction Company, viz. at 8 h. 1 m. p. m. London time.

I am, &c.

Capt. Cleather, (signed) *Geo. Stow.*
Grand Junction Railway, Liverpool.

Sir, Grand Junction Railway, Liverpool, 24 June 1841.

In compliance with your request, I have given directions that the night mail train shall hereafter be dispatched from Chester at ten minutes before eight o'clock, local time, which will, I believe, as nearly as possible correspond with 8 h. 1 m. p.m. London time; but I may be allowed to observe that "London time" was not specified in the notice served upon the directors of this company.

I am, &c.

G. Stow, Esq. (signed) *E. J. Cleather.*

Sir, General Post-office, 21 May 1841.

I am directed by the Postmaster-general to request you will submit the enclosed draft of a bond proposed to be taken for the due execution of the service required by the Post-office, for the perusal and approval of the directors of the Chester and Crewe Railway, and that it may be returned at your earliest convenience.

I am, &c.

The Secretary of (signed) *W. L. Maberly.*
The Grand Junction Railway, Liverpool.

Sir, General Post-office, 22 May 1841.

I have directed the Postmaster of Chester to serve fresh notices on the Chester and Crewe Railway Company, in order to correct a mistake which was made in the former time-bill in regard to the *up* day mail to London. It would be very convenient to the Post-office if the change could be made to take effect at the same time as the services originally required, and I trust therefore the directors will have no objection to substitute the new time of the *up* day mail, which is the only alteration made, for that originally given in the notice.

I am, &c.

The Secretary of the (signed) *W. L. Maberly.*
Grand Junction Railway, Liverpool.

Sir, Grand Junction Railway, Liverpool, 24 May 1841.

I have to acknowledge the receipt of your letter of the 21st instant, enclosing the draft of a bond proposed by the Postmaster-general "for the due execution of

of the new mail service required from this company between their stations at Chester and Crewe from and after the 14th June next."

The draft has been referred to the solicitor of the company for examination, but I beg leave to observe that the "Chester and Crewe Railway Company" no longer exists, having been incorporated by Act of Parliament, and the proprietors amalgamated with those of the Grand Junction line of railway.

With reference to your letter of the 22d instant, and the notice from the Postmaster-general, dated 20th instant, relative to the alteration in the time of departure of the *up* day mail to London; viz. from Chester at 4. 15 A.M. instead of at 3 A.M., I am instructed by the directors to state that they will be happy to comply with your request, and, to meet the convenience of the Post-office, they will be prepared to dispatch the mail in question at 4. 15 A.M. from and after the 14th instant.

I have, &c.

Lieut.-Colonel Maberly, &c. &c. &c. (signed) *E. J. Cleather.*

My Lord, Liverpool, 15 May 1841.

As chairman of the Chester and Birkenhead Railway Company, I am requested by the directors to acknowledge the receipt of your Lordship's notice of the 5th instant, requiring the company to supply a second-class carriage and engine powers for the purposes therein mentioned, on the 14th June next.

The schedule to the notice mentions the times of starting and arrival at Chester and Birkenhead, but it does not state whether the train is to call at any intermediate place for receiving or delivering bags or officers, nor whether the carriage is to be carried forward by the Grand Junction Company towards Crewe.

The train required will leave Chester about three hours earlier, and Birkenhead upwards of one hour later, than the present trains; it will, therefore, be a special train.

The directors, therefore, request the favour of knowing whether the train is to run in conjunction with any train on the Grand Junction line, or to convey any Post-office carriage except the second-class carriage, and whether it is to be so employed as to be used as a passenger train, either in conjunction with the Grand Junction or independently of it.

For any information communicated as early as convenient, which the directors may receive on the above points, they will be obliged.

I am, &c.

The Right hon. The Postmaster-general. (signed) *Wm. Dixon.*

Sir, General Post-office, 31 May 1841.

With reference to your communication of the 15th instant, I beg to inform you that there is no intermediate place between Chester and Birkenhead, at which the mail trains will be required to stop for Post-office purposes.

As regards the carriage found by the Chester and Birkenhead Railway Company being carried on to Crewe by the Grand Junction Railway Company, I think this is a point for private arrangement between the directors, and one in which the Postmaster-general will not interfere.

I beg to add that the train conveying the mails between Birkenhead and Chester will of course work in conjunction with that between Chester and Crewe, and will work to and from the London mail trains at Crewe.

I am, &c.

Wm. Dixon, Esq. Chester and Birkenhead Railway, Chester. (signed) *W. L. Maberly.*

Sir, General Post-office, 7 June 1841.

As the Postmaster-general has been given to understand, from a report that has been made to him by the superintendent of mail-coaches, that, owing to feelings of hostility prevailing between the Grand Junction and Chester and Birkenhead Railways, great obstruction is likely to arise to the public service, and that the dispatch of the packet to Ireland will be delayed to the extent of 15 or 20 minutes, unless the carriages and engines of the Grand Junction Railway Company shall be permitted by the directors to run over the Chester and Birkenhead line, he has directed me to communicate with you on the subject, and to express his hopes that the Grand Junction Company (whatever course they may adopt with other trains) will not permit any such feeling to interfere with that train which conveys the mails, and that they will not deprive the people of Ireland of that great advantage which they would otherwise derive from the use of the Crewe and Chester and Chester and Birkenhead Railways, by insisting upon a change of carriages and engines at Chester.

I am, &c.

The Secretary, (signed) *W. L. Maberly.*
Grand Junction Railway, Liverpool.

Sir, Grand Junction Railway, Liverpool, 8 June 1841.

I HAVE the honour to acknowledge your letter of the 7th instant, stating that the Postmaster-general has been given to understand that owing to feelings of hostility prevailing between the Grand Junction and the Chester and Birkenhead Railway Company, great obstruction is likely to arise to the public service, and that the dispatch of the packet to Ireland will be delayed to the extent of 15 or 20 minutes, unless the carriage and engine of the Grand Junction Company be permitted by the directors to run over the Chester and Birkenhead line; and therefore communicating from the Postmaster-general his Lordship's hope that the Grand Junction Company will not permit any such feeling to interfere with that train which conveys the mails, and that they will not deprive the people of Ireland of the great advantage which they would otherwise derive from the use of the Chester and Crewe and Chester and Birkenhead Railways, by insisting upon a change of carriage and engine at Chester.

I am instructed by the directors, in the first place, to express their extreme astonishment at this communication, and to request that the Postmaster-general will allow them to refer, not only to their reception of his Lordship's commands regarding the service now under immediate consideration, but also to all their previous dealings with his Lordship, in refutation of the idea that they have ever allowed feelings of hostility towards any party to interfere for a moment with their proper discharge of any public service required of them. I am, in the next place, to state for the information of his Lordship, that no feelings of hostility exist on the part of this company towards the Chester and Birkenhead Company; and then to request his Lordship's consideration of the facts as they have actually occurred with respect to the pending arrangement, viz. the conveyance of mails from Crewe.

His Lordship's formal notice (pursuant to Mails on Railways Act) was given to this company on the 10th ult., requiring them to convey the mails from Crew to Chester, and from Chester to Crewe, on and after the 14th instant, at stated times. Upon receipt of this notice, the directors communicated their readiness to arrange for performing the service as required.

His Lordship subsequently decided upon an alteration in the time of the trains, and asked the directors to waive, as regarded it, the usual notice to which the Act of Parliament entitles them, which was at once most cheerfully done.

His Lordship having also, pursuant to this company's application, specified the kind of carriage to be provided for the mails, immediate arrangements were made by this company for its preparation, and in the meantime his Lordship had given the Chester and Birkenhead Railway Company the usual notice, requiring them to carry the mails on the 14th June along their railway between Birkenhead and Chester.

The directors of this company having heard nothing more upon the subject, do not feel that it can with justice be imputed to them that they have in this,

any

any more than in any other instance, caused or intended any obstruction to the public service, having done not only all that the Postmaster-general has, in fact, ordered, but more; for in the interview which I recently had (only on Thursday last) with the superintendent of mail-coaches, Mr. Stow, on this subject, after some unofficial conversation with him, which led to my consulting the chairman of the directors on the subject of Mr. Stow's suggestion (of which no person in this company had ever before then heard) that this company were expected to carry the mails, not only over their own line, but also over the Chester and Birkenhead, I officially informed Mr. Stow (by the chairman's orders) that if the Postmaster-general required still further services from this company beyond those hitherto communicated to them, Mr. Stow had only to state them in writing, and a special meeting of the board should be immediately convened upon the subject.

Having now recapitulated (at a length for which I must offer many apologies) all the facts of the case which is the subject of your letter of the 7th, I am only further instructed by the directors to inform his Lordship the Postmaster-general, that (as they have done in all other cases where it has been required of them) they are ready on the present occasion not only to attend to all his Lordship's wishes as regards their own line, but also to allow their carriage containing the mails to run over the Chester and Birkenhead Railway upon fair terms, to be settled between this company and the Post-office by arbitration in the usual way (as I gave Mr. Stow to understand they probably would at our interview on Thursday).

As regards engine power, however, upon the Chester and Birkenhead line, over which this company have no trains running, and over which, or the stations or works or arrangements connected with it, they have no control, the directors do not see any real necessity for this company's being dealt with differently from all other railway companies (by being required to provide engines beyond their own line), since a change of engines at Chester would be, moreover, the work of a few moments, or, at all events, not of a longer time than must necessarily be occupied for supplying their engine with coke and water, if it had to proceed beyond Chester; besides, that a prudent regard to the interests committed to their charge would influence the directors, even in a case of greater necessity than the present, to confine their engines and servants, if possible, to the working of the line over whose arrangements the directors have the needful control.

I have, &c.

(signed) *E. J. Cleather*,
Manager.

Lieut.-Colonel Maberly,
&c. &c. &c.

Sir, General Post-office, 19 June 1841.

I HAVE laid before the Postmaster-general your letter of the 8th instant, and I am commanded to acquaint you that his Lordship is glad to find he has been misinformed on the subject; but as it is generally reported that there are feelings of hostility between the Grand Junction and Chester and Birkenhead Railway Companies, his Lordship has thought it right to send copies of the correspondence that has passed on this subject to the postmasters of Liverpool and Chester, in order that the prevailing misrepresentation may be corrected.

I am, &c.

(signed) *W. L. Maberly.*

Captain Cleather,
Grand Junction Railway, Liverpool.

Sir, Grand Junction Railway, Liverpool, 23 June 1841.

I HAVE to acknowledge the receipt of your letter of the 19th instant, conveying the satisfaction of his Lordship the Postmaster-general at the communication which I had the honour of addressing to you on the 8th instant.

I beg leave to state that your letter has this day been submitted to the directors at the usual meeting of the board.

I am, &c.

Colonel Maberly, &c. &c. &c. (signed) *E. J. Cleather.*

Chester and Birkenhead Railway Company,
Liverpool, 21 June 1841.

My Lord,

I HAVE the honour to enclose a tabular return of the time consumed during one week in conveying the Irish mail bags from Chester to the Irish mail packet; and the time of the Grand Junction train arriving at Chester and the departure of the mail boat for Ireland.

The table is sent to enable your Lordship at once to perceive the continued delay in the final transmission of the mails when they have actually been delivered, as well as to show that the whole duty can be performed by this company and the Grand Junction from Crewe in much less time than the present requirements of the Post-office demand; and were this company permitted to run their carriage on the Grand Junction line, paying an adequate remuneration, more time might be saved.

I have, &c.

The Right hon. the Postmaster-general. (signed) *Jas. Mallaby.*

MAIL TRAIN TIME ACCOUNT FROM CHESTER.

Arrivals and Departures.	1841. Tuesday, June 15.	Wednesday, June 16.	Thursday, June 17.	Friday, June 18.	Saturday, June 19.	Sunday, June 20.	Monda June 2
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M
Arrival of the Grand Junction Train at Chester	5 18	5 5	5 10	4 54	5 37	5 14	5 3
Departure of Chester and Birkenhead Train from Chester	5 25	5 7	5 12	4 58	5 39	5 16	5 5
Delivery on board the Mail Packet	6 0	5 40	5 45	5 30	6 10	5 47	5 40
Time occupied between starting from Chester and delivering the bags on board	0 35	0 33	0 33	0 32	0 31	0 31	0 3
Final start of the Mail Boat for Ireland	- -	- -	6 20	6 18	6 45	6 40	6 4

Sir,

General Post-office, 23 July 1841.

I BEG to enclose the bond to be entered into by the Grand Junction Railway Company for the service required by the Post-office, and I have to request that the same may be duly executed and returned to me.

I am, &c.

Captain Cleather, Grand Junction Railway, Liverpool. (signed) *W. L. Maberly.*

Sir,

General Post-office, 28 July 1841.

I AM commanded by the Postmaster-general to acquaint you, for the information of the directors of the Grand Junction Railway, that his Lordship cannot agree to the terms proposed for the conveyance of the mails between Crewe and Chester, in the letter which you addressed to Mr. Stow on the 15th instant, and

and that he has accordingly decided upon referring the matter to arbitration, in conformity with the directions of the Act of Parliament.

At the same time I am desired to inform you that Lieutenant Harness, of the Royal Engineers at Chatham, is the officer who is usually employed as the arbitrator on the part of the Post-office, and that the Postmaster-general will be prepared to appoint him so soon as the directors of the Grand Junction Railway have chosen an arbitrator on the part of the Company; but as the Act of Parliament requires that the decision of the arbitrators should be given within a specified time from the date of the reference, his Lordship considers it advisable that the party selected to be the arbitrator on the part of the company should previously communicate with Lieutenant Harness to arrange with him the most convenient time of meeting for the settlement of the matter referred to them, in order that the appointment of both the parties may be made out from the same date.

I am, &c.

E. J. Cleather, Esq. (signed) *W. L. Maberly.*
Grand Junction Railway, Liverpool.

Sir, Grand Junction Railway, Liverpool, 29 July 1841.

I AM in receipt of your letter, under date the 28th July, intimating that his Lordship the Postmaster-general declined to accede to the terms offered by the Grand Junction Railway Company for conveying the mails between Chester and Crewe, and naming Lieutenant Harness as arbitrator on the part of the Post-office.

I am desired to state, in reply, that Mr. Locke, C. E., has been named by the directors to meet Lieutenant Harness, and I have this day communicated the same to him.

He will no doubt be ready at any time to meet Lieutenant Harness.

I am, &c.

Lieut.-Colonel Maberly, (signed) *Mark Huish.*
&c. &c. &c.

Sir, General Post-office, 14 July 1841.

I REGRET to find that the Grand Junction Company do not convey the mail and passengers in their own carriages over the Chester and Birkenhead line, as they led the Postmaster-general to expect by their letter, and I trust they will give me an assurance that this shall be immediately done, and the delay arising from change of carriages thus avoided.

I am, &c.

The Secretary, (signed) *W. L. Maberly.*
Grand Junction Railway Company,
Liverpool.

Sir, Grand Junction Railway, Liverpool, 23 July 1841.

I HAVE laid your letter of the 14th instant before the directors at their meeting on Wednesday (their first meeting since its receipt), and I am instructed to state that they are quite at a loss to account for your statement that they have neglected to do what they had led the Postmaster-general to expect that they would do.

So far as they know or can ascertain, they have not, nor have any of their officers, done anything to lead his Lordship to expect that they would provide carriages for the conveyance of passengers over the Chester and Birkenhead Railway; and I am ordered, with reference to this point, to remind you of the statement made in my letter to you of the 8th June last, that with that line this company never had, and have not now, anything whatever to do.

With regard, however, to the box or carriage constructed by his Lordship's orders for conveying the mail bags (and to which and the supply of locomotive power his Lordship's former communication to the directors was confined), I am

instructed to repeat the offer contained in my letter to you of the 8th June last, namely, that such mail carriage may be passed over the Chester and Birkenhead line (on his Lordship's signifying a wish to that effect) upon fair terms, to be settled between the company and the Post-office: indeed, as I personally explained to Mr. Banning, the postmaster here, last week, the company have, as regards this latter point, been waiting only his Lordship's answer to their offer above mentioned.

The directors further instruct me to take this opportunity of acknowledging the Postmaster-general's notice of the 14th instant, diminishing very considerably the time allowed for carrying one of the mails over the Chester and Crewe branch; with reference to which I am to submit to his Lordship the directors' objection to the urging of this, a night mail train, beyond the speed already assented to by his Lordship for the day mails over this newly-formed line, and also beyond "the speed prescribed by the directors for the conveyance of passengers by their first-class trains;" and I am to add, that the company's principal engineer has reported to the directors against the propriety of the speed being so increased.

I have, &c.

Colonel Maberly, &c. &c. &c. (signed) *E. J. Cleather.*

Sir, General Post-office, 5 August 1841.

Having submitted to the Postmaster-general your letter of the 23d ultimo, objecting to increase the speed, according to the notice and time-bill which have been served upon the Grand Junction Railway Company for the conveyance of the mails between Crewe and Chester, which notice is dated to take place from the 14th of this month, I am directed to inform you that his Lordship will not insist upon any greater speed than that at which the mails are now carried over that line until the Company's engineer can report that the works are sufficiently consolidated to prevent any danger from the adoption of the accelerated time-bill.

I am, &c.

Capt. Cleather, Grand Junction Railway, Liverpool. (signed) *Thomas Lawrence.*

Sir, Grand Junction Railway, Liverpool, 2 Sept. 1841.

In consequence of your letter of 28th July, declining on the part of Government to accede to the terms tendered by this company for the conveyance of the Chester mails, and naming Lieut. Harness as your arbitrator, I had the honour to address you on the 29th of the same month, naming Mr. Locke as our referee. Mr. Locke communicated with Lieut. Harness. Since this correspondence, I have not received any intimation whatever from any party.

On seeing Mr. Locke yesterday, I was surprised to learn that nothing had been done, although as stated in your letter, it was necessary that a decision should be come to within a certain time of the date of the reference; and that, although he was to meet Lieut. Harness on Friday (to-morrow), the arbitration with the Grand Junction Company formed no part of the business; and that Lieut. Harness had received no orders on the subject.

Under these circumstances, I am desired by the board of directors to state that they conclude their former terms may be considered accepted, and I trust I may be allowed to make out a bill accordingly. I would remind you that no payment has yet been made on this account.

I have, &c.

George Stow, Esq. General Post-office, London. (signed) *Mark Huish.*

Sir, General Post-office, 4 Sept. 1841.

With reference to the communication which you addressed to Mr. Stow on the 2d instant, I beg to inform you that a letter has been written to Lieutenant Harness, directing him to communicate immediately with Mr. Locke, with a view to arrange with him a convenient time for meeting to settle the question referred to their arbitration as regards the price to be paid by the Post-office for the conveyance of the mails over the line of the Crewe and Chester Railway, and that both parties can receive an appointment, the one from the Postmaster-general and the other from the Grand Junction Company, as soon as they have fixed the day of meeting for entering upon the consideration of the matter referred to them.

I am, &c.

M. Huish, Esq. (signed) *W. L. Maberly.*
Grand Junction Railway, Liverpool.

Sir, General Post-office, 9 Nov. 1841.

I beg to call your attention to my letter of 23d July last, enclosing a bond to be executed by the Grand Junction Railway Company for the due performance of the services required of them on the Crewe and Chester Railway. This bond, it appears, has not yet been returned from the Company, and I shall be glad if you will cause it to be completed and forwarded to this office as soon as possible.

I am, &c.

Capt. Cleather, (signed) *W. L. Maberly.*
Grand Junction Railway, Liverpool.

Sir, Liverpool, 30 Nov. 1841.

The directors of the Grand Junction Railway having referred to us as their solicitors, your favour of the 9th ultimo, calling for the completion and return of the bond (sent them) for the performance of certain Post-office services on the Chester and Crewe Branch Railway, we beg to explain that the reason why we have not been able to approve the bond on the Company's behalf is, that it would bind them to do what they originally stated their reason for wishing to decline to do, namely, carry the mails over that line at a speed not only exceeding the maximum rate of speed prescribed for the conveyance of passengers by the first-class trains, but exceeding that which the Company's engineer reports to be prudent or safe.

On the company's behalf we beg respectfully to repeat these their original grounds of objection to the bond; and we add that the force of them has been greatly added to by the late long-continued bad weather, which has operated most unfavourably upon the state of the line and works, to the consolidation and perfecting of which the directors are devoting their best exertions.

We have, &c.

Lieut.-Colonel Maberly, (signed) *Clay & Swift.*
&c. &c. &c.

Gentlemen. General Post-office, 11 December 1841.

Your letter of the 30th ult., in reply to one addressed to Captain Cleather, on the subject of the execution of the bond for the due performance of the Post-office service on the Crewe and Chester Railway having been laid before the Postmaster-general, I am directed to inform you that, under the circumstances, his Lordship will not insist upon a higher rate of speed than 21 miles an hour, and upon this understanding he trusts there will be no further objection to the execution of the bond, otherwise there will be no alternative but to serve the company with a fresh notice, which will probably render it necessary to open the question again to a new arbitration.

I am, &c.

Messrs. Clay & Co., Solicitors, (signed) *Thomas Lawrence.*
Liverpool.

Sir, Liverpool, 13 December 1841.

HAVING received this morning your favour of the 11th, informing us that the Postmaster-general does not press for the performance of the services required of the Grand Junction Railway Company on the Crewe and Chester branch at any greater speed than that named in his Lordship's first notice, we hasten to say that there will be no objection on our part to the form of bond as originally sent to Captain Cleather, so soon as the recital of the notice in it is duly altered. For the purpose of this alteration, we beg now to return the bond, not feeling ourselves authorized to decide for the Postmaster-general in what precise way the alteration shall be effected.

There is not the slightest necessity for his Lordship's giving any "fresh notice," and we should be extremely sorry to think that our last letter was so worded as to lead his Lordship to suppose that our clients had, for a moment, thought of taking any technical or legal objection, so as to render a fresh notice needful. At the same time we may say, that we know that if they could, by any less unworthy means, "open the question again to a new arbitration," it would be their anxious desire to do so, since the remuneration just awarded to them does not cover the actual expense incurred in the performance of the services required.

We have, &c.

Lieut.-Colonel Maberly, &c. &c. &c. (signed) *Clay & Swift.*

To the Right honourable the Viscount *Lowther*, Postmaster-general.

My Lord,

THE Post-office authorities having some months back directed the Grand Junction Railway Company to carry certain mails between Crewe and Chester, and these directions having been duly complied with by the company, the amount of remuneration to be paid to them was in the ordinary way referred on the part of the Post-office to Lieut. Harness, R.E., and on the part of the company to Joseph Locke, esq. C.E. As the above gentlemen, however, could not agree upon an award, they fixed upon Mr. Wilson Patten as umpire, and to whom they transmitted their respective statements. The directors have just received Mr. Patten's award, and lose no time in submitting a copy of it, as also of the statements and correspondence of Messrs. Harness and Locke, before your Lordship, since the result is, that the company are to receive a less sum than it will actually cost them to perform the Post-office services required of them, and since (which is the only ground on which the directors presume to appeal to your Lordship) this result is undoubtedly attributable, more or less, to the nature of Lieut. Harness's statements to the umpire, and generally glanced at by him in his award.

It is not the intention of the directors, nor would it be proper for them, to make any objection to the decision which Mr. Wilson Patten has come to on the statements so made to him by Lieut. Harness, but they do respectfully request the serious consideration of your Lordship to those statements, with a view to the question whether, in future references of this kind, such statements will have your Lordship's sanction. The consequences of a determination that the future references between the Post-office and railway companies shall be conducted in the mode in which Lieut. Harness has conducted this, would, I need not say, be very harassing and inconvenient to the latter, as subjecting them to the peculiar views and theories of any individual whom the Post-office authorities might name as their arbitrator, and who might (as in the present case) insist upon his right to prescribe the speeds, times, fares, and modes of business, to be adopted by the railway company. As we have always understood the Act of Parliament under which such references are carried on, the quantum of remuneration fairly due for the services required is the only point which was taken out of the discretion of the railway companies by that Act; and, therefore, against such general and sweeping, and (for aught that appears) unlimited powers, as Lieut. Harness seems to consider that the nominees of the Post-office ought to exercise in those references, by claiming exemption from all charge for the carriage of the mails whenever he does not approve

approve of the mode in which the directors of a railway find it necessary to manage what Mr. Patten very properly denominates "the mercantile investment," committed to their charge, I, on the part of myself and my colleagues, must beg to enter our respectful, but most decided protest. We are quite unprepared to expect that your Lordship will sanction the claim or exercise of any such powers; powers which Parliament has already decided that it is not necessary nor expedient to grant, even to the Government department specially charged with the supervision of railways on behalf of the public.

In the present case, as I have before said, the Company with whose affairs I and my colleagues are entrusted, are to suffer a serious actual loss from what they consider, and trust your Lordship will pronounce to be, an entire misapprehension and misuse of power on the part of the Government referee; and it is to prevent, and protect their constituents against the recurrence of such a case, that the directors now appeal to and rely upon the justice of your Lordship. I will only add, that if there is any point whatever in which your Lordship can suggest any improvement in our mode of conducting over our line the Post-office services required of us, we shall (notwithstanding our conviction of the injustice done us in the matter of price) be most ready to adopt the suggestion, not doubting but that it will be one which it will be in our power to adopt legally as regards ourselves, and safely as regards our passengers. We have always taken a pride in performing the services connected with the Post-office to the satisfaction of that department, with whose approval, moreover, we have been constantly heretofore honoured; and I assure your Lordship, our anxiety in this respect will continue unabated.

Soliciting your Lordship's decision upon the question which I have been requested by my colleagues to bring before you,

I have, &c.

Grand Junction Railway, Liverpool, 13 December 1841. (signed) *Charles Lawrence*, Chairman.

LIST of PAPERS accompanying Letter addressed to the Right hon. the Viscount *Lowther*, Postmaster-general, by *Charles Lawrence*, Esq. Chairman of the Grand Junction Railway Company, dated 13 December 1841.

Copies of

Award of John Wilson Patten, Esq. M. P., dated 30 November 1841.

Statements and Correspondence, Nos. 1 to 7:

No. 1.—Statement of Lieut. H. D. Harness, R. E., dated 6 November 1841.

No. 2.—Statement of Joseph Locke, Esq. C. E., dated 6 November 1841.

No. 3.—Letter from Joseph Locke, Esq. C. E., dated 12 November 1841.

No. 4.—Letter from Lieut. Harness to J. Wilson Patten, Esq. M. P., dated 15 November 1841.

No. 5.—Letter from Joseph Locke, Esq. to J. Wilson Patten, Esq., M. P. dated 19 November 1841.

No. 6.—Letter from Lieut. H. D. Harness to J. Wilson Patten, Esq. M. P., dated 29 November 1841.

No. 7.—Letter from Joseph Locke, Esq. to J. Wilson Patten, Esq. M. P., dated 1 December 1841.

AWARD of *J. Wilson Patten*, Esq. M.P., dated 30 November 1841.

Gentlemen,

I HAVE given my best attention to your two letters of the 6th, together with some explanatory ones subsequently received, referring to me, as umpire, the subject of difference between the Postmaster-general and the Grand Junction Railway Company, namely, the amount to be paid to the latter for the conveyance of Her Majesty's mails between Chester and Crewe.

I observe that Lieut. Harness, on behalf of the Postmaster-general, remarks, that owing to the unsatisfactory arrangements made by the Grand Junction Company on the Chester and Crewe line, not only is the number of passengers by the mail trains much less, and the expense of conveying the mails consequently much greater than they need be, but that impediments

have been offered by the company to the most expeditious conveyance of the mails to Birkenhead, and thereby to the Post-office communication with Ireland.

He suggests that until greater facilities are afforded by the company, I should, in the discharge of my duty as umpire between the parties, award merely nominal, if any, compensation to them.

Mr. Locke, on the part of the company, suggests, in the first instance, that I ought not to take these charges into consideration at all; but in case I should be of a different opinion from himself on this point, he offers, secondly, a refutation of the charges, and calls upon me to state in my award whether the company have or have not satisfactorily complied with the notices given to them by the Postmaster-general.

It appears to me that it is not within my province in this case to follow the course suggested by Lieut. Harness. The Grand Junction and Chester and Crewe Railway Companies are now united by an Act of Parliament, in which Act, and the previous ones relating to the two separate companies, are comprised all the powers and restrictions which affect them. They form one mercantile investment, under the same body of directors, who work them as a whole, to obtain from them, as from any other commercial speculation, the largest interest they can for the capital invested in them.

Whether the Act authorizing the union of these two previously rival companies was a politic measure as regards the public, does not now form a part of the question under consideration, and as long as the now united companies confine themselves within the limits and restrictions of their Acts of Parliament, any service imposed upon them which can be shown to affect their interests by a diminution of general revenue, must also affect the scale of remuneration for those services. Now it appears to me that the present arrangements of the directors are, speaking legally, and with one exception, within the provisions and limitations of their Acts; and that I can claim from them, without compensation, such alterations only in the conduct of their business, and such public accommodation, as can be made without detriment to the interests of the proprietors.

However much, therefore, it is to be regretted that their arrangements do not meet the exigencies of the public service, the strict duty of an umpire under the 1 & 2 Vict. c. 98, obliges me to consider the case under the above limitations. The peculiar circumstances, however, of this railway, and the nature of the arrangements which the directors have felt it their duty to make for the interest of their constituents, undoubtedly oblige me to take every advantage for the public which the case admits of, and to ensure the conveyance of the mails at the lowest charge which can be considered a remunerating one. In endeavouring to attain this object, and to ascertain the exact proportion of the expense which the Post-office ought to bear, I have met with some difficulty, owing to a slight error which appears to have been made in the fares from one terminus of the line to the other. Lieut. Harness states the length of the line to be 21 miles; Mr. Locke calls it 21½, and the Act allows 3½*d.* per mile per passenger as the maximum fare. In the former case, therefore, the maximum charge would be 6*s.* 1½*d.*; in the latter, 6*s.* 3½*d.*, whereas the fare charged, as shown by the Grand Junction Company, has been, up to the present period, 6*s.* 6*d.* It is difficult to say whether this overcharge by the mail trains, small as it is, has given any or what advantage to the other trains of the company (in which the first-class fare is only 5*s.*), and how much more income might have been derived from the passengers by the mail trains, had they not laboured under this more than due or legal disadvantage. I have no means of forming a correct opinion on this point.

Giving, however, my best consideration to the very peculiar nature of this case, and calculating as accurately as I can from such documents as have been laid before me, I am led to believe and to award that 7 *l.* 4*s.* is a proper sum to be paid by the Postmaster-general to the Grand Junction Railway Company for the daily services required from them under his Lordship's notice.

I am, &c.

Lieut. Harness, R.E. and
Jos. Locke, Esq.

(signed) *Wilson Patten.*

Enclosure No. 1, in Mr. *Lawrence*'s Letter.

Sir, Chatham, 6 November 1841.

THE subject referred to arbitration by Her Majesty's Postmaster-general and the Grand Junction Company, in which, at the request of Mr. Locke and myself, you consented to act as umpire, relates to the price to be paid for the trains conveying the mails between Crewe and Chester.

I have been unable to agree with Mr. Locke respecting the award that should be made for this service, supposing it to be properly performed, and there are also circumstances connected with the performance which have induced me to decline making more than a merely nominal award, and it is necessarily therefore submitted to your judgment.

I will first call your attention to an estimate of the price which should be paid for this service if the performance were unexceptionable, and afterwards to the circumstances which influence me in requesting you to award a very trifling payment.

By the Postmaster-general's notice, dated 5th May 1841, mails were required to be conveyed at the following times:—

	H.	M.		H.	M.
To leave Crewe	4	16 A. M.;	to arrive at Chester,	5	16 A. M.
Ditto ditto	5	16 P. M.;	ditto - ditto	6	16 P. M.
To leave Chester	8	1 P. M.;	to arrive at Crewe	9	1 P. M.
Ditto ditto	3	0 A. M.;	ditto - ditto	4	0 A. M.

By notice, dated 20th May 1841, the time for the last of these trains is altered and made as follows:—

	H.	M.		H.	M.
To leave Chester	4	15 A. M.;	to arrive at Crewe	5	15 A. M.

A third notice, dated 9th June 1841, combines the two, and is directed to the Grand Junction Railway Company, instead of the Crewe and Chester; and a fourth, dated 14th July 1841, reduces the time allowed to the first of the above trains to 48 minutes, making it due at Chester at 5 h. 4 m. A. M. Copies of the two last notices are enclosed.

The accommodation provided has been two compartments of a second-class carriage. The distance is 21 miles, and the gradients are very easy.

Between the 16th June and the 18th December the receipts from general traffic between Crewe and Chester, as certified by the audit clerk of the Grand Junction Railway Company, amounted to 3,280 *l.*; of this sum 900 *l.* (taking the mean of two returns similarly certified,) was obtained from the mail trains, leaving the receipts by the ordinary trains of the Company about 2,380 *l.*; and as there are the same number of mails as of ordinary trains, the average receipt of each mail train is about three-eighths of the average receipt of each ordinary train.

Three-eighths, then, of the expense of locomotive power may be fairly considered to be defrayed from the receipts.

The total cost of locomotive power to the Grand Junction Company for the half year ending June 1841, was 28,942 *l.*; and the miles run by their engines, exclusive of those run in obtaining coke, 386,895. The expense, then, of working an engine is 1 *s.* 6 *d.* per mile, and as the mail trains on the Crewe and Chester line could never require more than one engine, 1 *s.* 6 *d.* may fairly be considered the expense of locomotive power.

The Grand Junction stock comprises 70 engines; the work therefore has averaged 5,527 miles per engine for the half year; and assuming the value of an engine and tender at 1,600 *l.*, of which the interest at five per cent. per annum would be, for 6 months, 40 *l.*, the addition to the expense of locomotive power to return five per cent. on engine stock must be 1 $\frac{3}{4}$ *d.*, or say 2 *d.* per mile.

A payment of 20 *d.* per mile, for power, may therefore be considered remunerative to the Grand Junction Company; and in evidence of the fairness of this price, I may remark that the North Union Railway Company have offered to provide locomotive power on the Lancaster and Preston line at 21 *d.* per mile, and the latter company have refused this price as too high.

	£.	s.	d.	
I estimate it then at 20*d.* per mile, and consider three-eighths to be defrayed from the receipts, leaving five-eighths to be paid by the Post-office, or 1*s.* 0½*d.* per mile, amounting on 84 miles, the distance per day, to -	4	7	6	
Providing a second-class carriage for the mails, at the rate agreed to by the different companies, or 84 miles, at ½*d.* per mile - - - - - - -	-	3	6	
Tolls at ¾*d.* per ton per mile, or for two compartments of a second-class carriage, weighing probably, with the mail-bags, about 2½ tons gross, 2*d.* per mile -	-	14	-	
£.	5	5	-	per day.

The two first items are supposed to pay the company as carriers, and to allow five per cent. on their carrying stock; the third, or toll, is a contribution towards interest on capital in the road, maintenance, &c., in short, towards all the expenses which would be defrayed from the tolls if the carriers were unconnected with the proprietors of the road; and the above toll is sufficient to return, with a full traffic at the same rate, 10 per cent. on the capital in shares.

It will most probably, however, be said, that I have adopted a rate of toll far too low; the following are the arguments employed in support of it in former arbitrations:

"The Report of the Committee in 1839 recommended that the Post-office should be allowed to run its own trains free from toll, even when carrying a limited number of passengers. In the first arbitration, all return on the capital invested in the road was conceded; and when, in discussing the Bill providing for the conveyance of mails by railways, an amendment was proposed by Sir James Graham, rendering it imperative on the arbitrators to consider the capital in the road, in computing the price, he was met by a statement on the part of the Government, that in the event of his persisting in this amendment, they would move one embodying the contrary principle. It is thus left to the arbitrators to determine whether the Post-office shall pay any toll."

"After considering the subject carefully, it is my opinion that the Post-office should pay such a toll as would, with a full traffic, at the same rate, pay 10 per cent. on the capital in shares. To award a higher toll than this would be unjust to the public, who ought not to lose the privileges granted to the mails on common roads, so far as they can be continued without real loss to the railway companies; and these companies ought not, on the other hand, to consider a price too low for the mail service, which, with full work, at the same rates, would return a very high profit. The ordinary mode of judging whether a price is remunerative, is to ascertain the return it would make with a full business; and it is the effect of competition to reduce prices to such rates as require a full business to make them remunerative."

In estimating the amount of toll, I have assumed as a full traffic one passenger train every half-hour, from 6 A. M. to 10 P. M., and five luggage trains daily from each end. Mr. Glynn, in his evidence before the Select Committee on Railways, page 17 of their First Report, takes a similar view of the capability of a line. The daily transit, therefore, of 3,600 tons gross (including the weight of the carriages), or allowing for diminished traffic on Sundays, and during the winter months, 1,000,000 tons per annum, may be considered a full traffic for two lines of rails.

This traffic at ¾ *d.* per ton per mile, the rate adopted in the preceding estimate, would yield a revenue of 65,625 *l.* per annum, which, after deducting 1,600 *l.*, an extravagant allowance, for maintenance, rates, taxes, superintendence, police, management, &c., leaves 10 per cent. on the whole cost of the Crewe and Chester line.

In addition to the 5*l.* 5*s.* per day, Mr. Locke has urged on my consideration several other expenses: 1st, he considers an average deduced from the whole working of the engines on the Grand Junction line unfair as regards the short line between Crewe and Chester, and has pointed out, that in enginemen's wages there must be an extra engineman and fireman to work the mail train,

owing

owing to the inconvenience of the hours. I admit it, and add 12 *s.* per day on that account, as solely chargeable to the Post-office.

2d. He urges the following items in an account of the Crewe and Chester current expenses prepared and certified by the treasurer of the Grand Junction line, and one-half of these I am also ready to admit:

	£.	*s.*	*d.*
Two guards per annum	109	4	–
One night pointman and lighter of engine fires	54	12	–
One night porter	36	18	–
Additional porters, watchman at tunnel, guards, clothing, &c.	275	–	–
£.	475	14	–

per annum, or 1 *l.* 6 *s.* 1 *d.* per day.

3d. He desires to introduce into the estimate an allowance for depreciation of stock; but when a company has not allowed for depreciation in their half-yearly statements, there can be no claim for such allowance in estimates like the present; moreover, the last report of the Grand Junction Company, on which the estimate is founded, states their locomotive stock to have increased in value since the preceding half-year, to the amount nearly of 4,000 *l.*, from general improvement in its condition. A rigid calculation, therefore, would diminish the expense of locomotive power, by deducting 4,000 *l.* from the charge under that head for the half-year, and the result would be lower than the price adopted by nearly 2 ½ *d.* per mile.

I have now alluded to every item of expense brought to my notice on behalf of the company, and the estimate stands thus:

	£.	*s.*	*d.*	
Locomotive power, carriage and toll	5	5	–	per day.
Extra engine and fireman	–	12	–	
Extra attendance, &c. on the line, at half the amount stated	–	13	–	
Total £.	6	10	–	per day.

If there were no objection to the mode of performing the service, I consider that 6 *l.* 10 *s.* per day would be a proper remuneration for it.

I will now direct your attention to the circumstances which induce me to decline making any remunerative award.

In 1837 a company procured an Act empowering them to raise a sum of 333,333 *l.* (250,000 *l.* by shares of 50 *l.* each, the remainder by loans), for the purpose of constructing a railway between Chester and Crewe. The Parliamentary Committee, after due inquiry, considered the traffic sufficient to justify this expenditure, and that the country required it.

In 1839, the line being nearly completed, the Grand Junction Company thought it necessary to prevent the competition likely to arise on the completion of a railway through Chester to Birkenhead, which, being about eight miles shorter in distance to the banks of the Mersey, would afford to all persons connected with the shipping at Liverpool, as good if not a better communication with Birmingham and London than the northern part of the Grand Junction line. They, therefore, offered to purchase the line from Chester to Crewe, and finally the two companies were incorporated on the following terms: The Grand Junction Company was empowered to raise 5,000 new shares of 25 *l.* each; one of such shares to be appropriated to each holder of Crewe and Chester shares for each share held on which the full sum of 50 *l.* had been paid up, and each proprietor of these new shares to receive in equal and proportionate parts with the proprietors of the shares of 100 *l.* and of 50 *l.* each, already created in the Grand Junction Company (according to the number held, and sums from time to time paid up). The Grand Junction Company became responsible for all just debts of the Chester and Crewe Company, and bound themselves to complete the work.

The Grand Junction Company's shares being worth in the market 100 per cent. premium at the time of this transaction, they virtually bought up the shares of the Crewe and Chester line at par; and this is a tolerable proof that public confidence in the latter line had not abated.

In the hands of the Grand Junction Company, however, it is a railway without traffic. It is not the interest of this company that the traffic should be developed, and the Postmaster-general's order to transmit the Irish mails by Birkenhead, having interfered with this policy, they have, as far as possible, without infringing the letter of the law, retarded the progress of the mails, put the passengers to inconvenience, charged them unjust fares, and, certainly from defective notice, but partly also, probably, by the effect of the above causes, occasioned a diminution in the receipts of the Government mail boat, and consequently in the national revenue.

On first receiving the order to carry the mails, they refused to let either engine or carriages to go on to Birkenhead. I do not attach much importance to stopping the former, and I think them justified in their refusal; but rendering a change of carriages for the mails, passengers, and luggage necessary at Chester, was most objectionable and unreasonable.

By the delay which this occasioned, and perhaps by increasing a little the speed of the Liverpool train, they were enabled to get the passengers for Ireland to the Liverpool wharfs in time for many to pass by open boats to the steamboat while getting under weigh; but the detention occasioned by picking up passengers, caused an order to be given that the mail boats should not cross over to Liverpool to take in passengers after leaving their moorings.

The Grand Junction Company next ordered that their engines and carriages should not run into the station of the Birkenhead Company at Chester, but stop in their own yard. There is some little distance between their stations, and the removal of the passengers and mail bags is rendered a more serious impediment than before.

Lastly, with respect to fares, although the first-class fare from Birmingham to Chester is printed in their bills at 18 *s.*, they charge 22 *s.* to each passenger to Chester by these trains, being only 1 *s.* less than the fare from Birmingham to Liverpool by the same trains; and as 1 *s.* of the latter is toll to the Liverpool and Manchester Company, the receipt of the Grand Junction is the same in both cases, while the passenger, to whom this fare is charged for a distance 23 miles less, is put to much inconvenience; he must change his carriage at Birmingham, and book again; at Crewe he may probably have to change his carriage (this having occurred several times, to the inconvenience of the passengers and detention of the mails); at Chester he has to secure a ticket, and to remove with his baggage from the station of one company to that of another.

It appears to me that some quibbling is necessary to make the fare demanded legal. The Chester and Crewe Act restricts the maximum fare of a first-class passenger to $3\frac{1}{2}$ *d.* per mile, and about 6 *s.* 5 *d.* for that part of the journey; and, as I read the Act for the Grand Junction line, the fare is restricted to a charge of 3 *d.* per mile for passengers by the six-inside first-class carriages, and to $3\frac{1}{2}$ *d.* per mile for the four-inside or mail carriages. The return given at page 354 of the Appendix to the Fifth Report of the Select Committee on Railways, also states these fares to be the maximum "chargeable under the company's Act, 3 Gul. 4, c. 36 (including the use of carriages and locomotive power);" but it is now asserted that the company's fares are not limited; and also that, although they charge only 14 *s.* to a passenger leaving Birmingham for Crewe, they can charge 15 *s.* 6 *d.* to another leaving at the same time for the same part of the line, but who is going on to Chester.

Mr. Locke denies my right to consider these circumstances; he wishes to confine the arbitration to the question of price for the services ordered; he considers the town of Liverpool hardly used by the removal of the packets to the opposite shore; and that the Grand Junction Company is perfectly justified in endeavouring, as the champion of the town, to thwart the views of the Government, and in employing every means to preserve the traffic drawn off by the present arrangement at Crewe.

The Act of Parliament does not define what circumstances are, or what are not to be considered by the arbitrators; and even if it did, I would contend that the principal advantage of arbitrations is, that they are not fettered by the wording of an Act of Parliament, but that their decisions are to be equitable. I cannot acknowledge the right of the Grand Junction Company to monopolize the communication between Birmingham and the Mersey, but consider that after the Legislature has granted an Act empowering a company to take property

perty from individuals for the purpose of making a railway with a view to public benefit, they are bound, if they purchase it, to work it fairly; that whatever facilities are afforded to the mail passengers for Liverpool and Manchester, should be secured to those for Ireland; they should be booked in London, duly warned by proper notices, in the booking offices, of the necessity of going by Chester, and provided with a carriage to go without charge to Birkenhead. If the line were independently worked, this would be the case, and if, under the present management, the intentions of the Government are frustrated, or the revenue injured by the conduct of those who are working it, it is my duty to expose such conduct to the umpire when the question of remuneration for the mail service is considered.

With respect to the town of Liverpool, it is a place of far too much importance for its just petitions to be read unheeded in the House of Commons; and if the Postmaster-general has, without sufficient notice, made the change in question, he is responsible for it to Parliament. A railway company ought not to be permitted to render his arrangements abortive, and at the same time be paid for complying with his instructions.

The complaints brought forward in the latter part of this statement, have been made the subjects of correspondence by the Admiralty and the Post-office, with the Lords of the Treasury; and by their direction they were referred to me as proper subjects to be considered when the amount of remuneration had to be determined.

I enclose for your information, a return of the receipts by the mail boat since the change of the route of the Irish mails, and also of the receipts during the corresponding period of last year, together with a statement of the number of persons left behind, in consequence of the conduct of the railway company. From these documents, I am led to believe that the loss to the revenue exceeds 2,000*l.* per annum; and considering this loss, and also that the receipts by the mail trains, on which the price to be paid for them depends, is also affected, think it would be just to reduce the award to about 1*l.* per diem.

But besides the question of revenue, there is another of far more importance; the arrangements of the company prevent the people of Ireland from receiving those advantages which the Postmaster-general intended; this injury cannot be valued; and I trust, therefore, that if you approve of the views taken by me of this question, you will make a merely nominal award of 2*s.* or 3*s.* per diem.

I have, &c.

J. Wilson Patten, Esq. M. P. (signed) *H. D. Harness,*
&c. &c. &c. Lieut. Royal Engineers.

Enclosure No. 2, in Mr. *Lawrence*'s Letter.

To *J. Wilson Patten*, Esq. M. P.

Sir,

THE question which I have now the honour to submit to you as umpire, arises out of an inquiry referred to Lieutenant Harness and myself as to the price to be paid by Her Majesty's Postmaster-general to the Grand Junction Railway Company for conveying the mails on the Chester and Crewe Branch Railway. I need not observe that Lieutenant Harness and I, acting as arbitrators in this case, have entertained somewhat different views, and hence the necessity of referring it ultimately for your decision.

Before proceeding to show on what ground it is that I, as arbitrator, vindicate and support the claim made by the Grand Junction Company, it may be necessary to consider the peculiar position of that company in reference to the traffic on the Chester and Crewe line. Before the establishment of that line, and up to the time when the Post-office notice came into operation, the Grand Junction Company was in possession of all the Irish passenger traffic along the entire distance of their line to Liverpool; the natural or legitimate traffic of the branch being carried on by day trains, as it is still obliged to be done, notwithstanding the extra trains required only for the Post-office service. The object, however, of the Postmaster-general giving that notice, was not only to require the company to put on trains for carrying the mail bags, but (as he at the same time determined to start the mail steam-packet from the Cheshire shore of the Mersey at Birkenhead) to compel the company to transfer some

of the Irish passengers from the parent line on to the branch, although unfortunately he left with the company the necessity of continuing as before the mail train to and from Liverpool, as well as the day trains to and from Chester; thus, in effect, compelling them, as regards the Irish traffic, to run two trains by different routes for one and the same traffic, one only being necessary, as far at least as the company were concerned; and, as regards the Chester traffic, compelling them to run trains which were uncalled for.

In bringing this matter before you, I have two objects in view; firstly, to submit to your consideration whether I might not be right in considering the company fairly entitled, by reason of this division and diversion of traffic, to have these Chester and Crewe mail trains considered as special Post-office trains, the total cost of which, together with a reasonable amount of profit, should be paid by the Postmaster-general; and secondly, and more especially, because I understand it is the intention of Lieutenant Harness to charge the company with throwing obstructions in the way of passengers using or wishing to use the branch line, which he assumes to be the fact, for the purpose of basing, upon that assumption, an opinion that therefore the company ought to be paid little or nothing for carrying the mails now in question.

In the first place, if the company be not entitled to ask for compensation for the loss of trade consequent on their being compelled to run these mail trains *viâ* Chester, without any necessity whatever, unless for the Post-office, it must be on the assumption that the Chester line being opened, it should (notwithstanding its ownership) be looked upon as an independent and competing line to the Grand Junction. If, then, this view were to be taken, it would inevitably and clearly follow that all the expenses of working the Chester and Crewe must, for the present purpose, be calculated on the assumption that it should derive no advantage in that respect from its connexion with the Grand Junction line, its competitor. My case, therefore, would be confirmed rather than damaged if this view were to be taken. It is difficult, however, to separate the expenses of the two lines, particularly in the item of locomotive power; and it will be for you to say, on a careful consideration of the whole circumstances, what allowance should be made on either view of the case; that is to say, either as considering the Chester and Crewe as an independent and competing line (notwithstanding its ownership), or as part of the main line, such part being made by the Postmaster-general almost distinctively expensive, as regards working, to such main line.

I should not have alluded to the charge made against the company as to obstructing the trade over the Chester and Crewe, (conceiving the utter improbability, on grounds of self-interest, of such a scheme, as a sufficient answer to such an allegation,) had I not been assured of the intention of Lieut. Harness to bring it before you as his ground of objection to the company's claim on the present occasion. In doing this, however, it becomes my primary duty to protest most emphatically against any statement being given to you calculated to prejudice the Grand Junction Company, unless it bears upon the performance of the service required of them in the Post-office notice before referred to, and with which alone you and we have to deal.

I believe the late Postmaster-general even called upon the company to run their engines and carriages from Chester along the Birkenhead Railway to Birkenhead; which, for certain reasons (I suppose valid), they have not done, although they have fully complied with all the demands which he was authorized by Act of Parliament to make. Whether, however, the Postmaster-general was entitled to make such a demand, or whether the company was right in refusing it, is not, I must again say, within the limits of our present inquiry, for it is not mentioned in the notice submitted to us; and we might, with equal reason, take up any other disputed question as to the company's mode of conducting their business. I will only say that I think it would be difficult to find in the Act of Parliament any clause on which such a demand could be sustained, even supposing it were in itself as reasonable as it in fact appears to the contrary. I can well understand that it would be very desirable to the Post-office that their new steam-packet from Birkenhead should have a large number of passengers by these trains, in order to make up for the loss it sustains by not starting as heretofore from Liverpool, and to lessen in that way the heavy extra expense which I understand has been the consequence of the new system; but in this light, if put forward by the Post-office, they must, as

I said

I said before, be viewed as competing carriers with the Grand Junction Company, and they therefore cannot be considered fairly entitled to exercise any control over the passenger arrangements of the latter; the only object of such control, if obtained by the one competitor, being to injure the other, and to prevent the competition, though the public gain by it. Viewing the matter in this limited, and, as I contend, objectionable way, each party as carriers are entitled to use all legitimate means for their own due protection, and the Mails or Railways Act never could have been intended to give the Postmaster-general a power by which he could so materially prejudice the right of any company to whom he might choose to oppose any Post-office interests.

I will only say further on this point, that in fact the Company do not offer any obstruction to the traffic in question, and that (as they believe) the only reason why more of the Irish passengers do not abandon the old route in favour of the new is, that experience has already shown that it is not worth their while in any point of view.

The real questions then before us are, as I submit, Have the Grand Junction Company complied with the terms of the notice, and to what compensation they are entitled in respect of it?

Lieutenant Harness and I have had the undisputed testimony of the Company's secretary, that from the time the notice was received to the present moment there has not been a single complaint of a train being late, and therefore we are entitled to consider that the service has been well and faithfully performed.

On reference to the notice (which is dated 9th June 1841, and signed "Lichfield," and of which a copy is herewith sent), you will find that two departures from Crewe and two from Chester are required every day, and in pursuance of that notice two second-class carriages have been fitted up, as ordered by the Post-office, as vans for their special use, conveying not only the bags but also such servants of the Post-office as the Postmaster-general may choose to send in charge of them.

I may as well just observe that if it is urged that two-thirds of each of these vans are used, it is replied that as the company does not carry second-class passengers by these any more than by their other mail trains, the remaining partof the carriage is of no use to them whatever.

The times of departure are—

	h.	m.			h.	m.
From Crewe at	4	16 A. M.;	to arrive at Chester at		5	16
Ditto ditto	5	16 P. M.;	ditto	ditto	6	16
Ditto Chester at	4	15 A. M.;	ditto	Crewe	5	15
Ditto ditto	8	1 P. M.;	ditto	ditto	9	1

The length of the line is 21 ½ miles.

It appears from the above that a train is required to start from each end of the line at the early hour of a quarter past four in the morning. This requires the service of two engines with tenders and two sets of attendants (enginemen and firemen), and thus the night expenses are very unusually large in proportion to the work done.

The passenger receipts by the four mail trains have averaged only 2 *l.* 6 *s.* 4 *d.* per train, showing that they are not of the slightest value to the Company, but much the contrary; and even this trifling amount of traffic, it is most important to remember, is traffic which the Postmaster-general by his new arrangements has diverted from the main line, the Company still being obliged to continue to run all the trains they formerly did on the branch, notwithstanding the Post-office arrangements. It was shown to Lieut. Harness and me as arbitrators, that the expenses of this Chester and Crewe branch are greater than the entire receipts, even when all the passengers by mail trains are calculated at 6 *s.* 6 *d.* each. These expenses, nevertheless, have by much arrangement been kept down to 4 *s.* a mile run (exclusive of night expenses which are incurred specially and exclusively for the Post-office service), which is considerably lower than the expenses on the main line.

This, however, evidently arises from the connexion of the two lines, the use of the great establishments of the trunk being extended to the branch; without this advantage the expenses, in all probability, would amount to 5 *s.* per mile. In other words, it would cost the Post-office, if they did the work themselves,

selves, at least 5*s.* per mile; and the company may therefore fairly contend for the latter amount, on the present occasion.

Since there is one carriage only attached to the Post-office vans of each of these mail trains, it is fair to charge one-half (at least) of this expense to the Post-office, and the account will then stand thus:

	£.	s.	d.	
86 miles, at 2*s.* 6*d.*	10	15	–	
Special expenses (admitted by Lieut. Harness), and applicable to every view of the case	1	12	–	
Making, without profit £.	12	7	–	per day.

A profit, however, the company are certainly entitled to, as was admitted practically in the debates on the Mails on Railways Bill; and the amount to be allowed for this profit, in addition to the 12*l.* 7*s.* per day, will remain for your consideration.

There is another way of making an estimate of the service for which you are now to award compensation, which (although the most unfavourable for the company), I wish to bring before you, viz. to allow only 4*s.* per mile, and the extra expenses, 1*l.* 12*s.* per day, and to charge the whole of this to the Post-office, giving them credit for the passenger traffic, and allowing the company such fair amount of remuneration or profit as you may think right.

In this view the account would stand thus:	£.	s.	d.
86 miles, at 4*s.*	17	4	–
Extra night expenses	1	12	–
	18	16	–
Less passenger receipts on four trains, at 2*l.* 6*s.* 4*d.*	9	5	4
	9	10	8
Toll 1½*d.* per ton per mile, on four tons, at 6*d.*	2	3	–
	11	13	8
Amount of profit, to be fixed by you, per day			
Total per Day £.			

Whichever of these modes be adopted, it cannot, I think, be said that either of them is unfair, unless indeed it be that sufficient allowance is not made to the company in the item of 2*l.* 3*s.* per day, or 784*l.* per annum, which is all they would get in respect of these four daily and nightly trains, to enable them to support a railway which has cost 400,000 *l.*

If it be necessary to look for a precedent by which to guide us in this inquiry, there is the case of the Lancaster and Preston Railway, which so nearly resembles this that I cannot omit to mention it.

The number of trains on that line is four,—the precisely corresponding number to those now under discussion. The down mails leave Preston at 8 A.M. and 8½ P.M., and the up mails leave Lancaster at 2 A.M. and 5½ P.M. These hours are far more favourable than those on the Chester and Crewe line; and the receipts of the former company are more than double those of the mail trains on the latter. The price fixed by Lieut. Harness and myself for that service, on a line which is a mile shorter than the Chester and Crewe, exceeds the sum now demanded by the Grand Junction Company, and therefore, if precedent is to go for anything, I may most fully assure myself of your acquiescence in my opinions on the present occasion.

Whether, therefore, we appeal to cases already decided (and that too by the very same parties), or to the actual expenses necessarily incurred in working the trains now under consideration, there appears a most unusually strong justification for the claim made by the company, and which, I confess, I cannot but more than vindicate and support, as I stated in the first instance.

That claim, made, I know, after much consideration, is founded, I must presume, on a liberal interpretation of the Post-office Act; and certainly with no

no view to extravagant profit. It is supported by the facts which I have endeavoured to bring fairly before you, and if you think that in giving to the Post-office the benefit of all the passenger receipts, or in not having put down a sufficient sum for toll, in other words, profit or remuneration to the company, I have neglected claims which the company might in fairness have made, then you will, I trust, make such additions as appear to you reasonable and just, for I do not think a company ought to suffer for having tried to avoid a dispute by naming a sum less than, upon deliberate inquiry, would clearly appear to be fully justified.

The claim made by the directors is 12*l.* per day, and I have gone far enough, I think, to prove that they are more than justified in that claim to its full extent. It would be by no means difficult to show that they are entitled to more; and having generally indicated in what way I think them so entitled, I leave the matter in your hands.

Permit me in conclusion to state, that notwithstanding your recent decision in another case, the charges made by the Grand Junction Company for special trains, as quoted by Lieut. Harness, have not been sufficiently explained; and that should those quotations at all bear on the question now brought before you, I must beg that you will afford me the opportunity of giving the further explanations which are needful.

I am, &c.

London, 6 November 1842. (signed) *Joseph Locke.*

Enclosure No. 3, in Mr. *Lawrence*'s Letter.

My dear Sir, Manchester, 12 November 1841.

In your statement to Mr. Patten you say that I consider "the Grand Junction Company is perfectly justified in endeavouring, as the champion of the town (Liverpool), to thwart the views of the Government, and in employing every means to preserve the traffic drawn off by the present arrangement at Crewe."

Permit me to say that you do not correctly represent my opinion on this subject. I have never considered the company to be justified in thwarting the Government, or in performing imperfectly those services which the Post-office Act authorizes the Postmaster-general to require; and since I know that those services have been well performed (and you have offered no proof to the contrary), I feel that my individual opinion (whatever it may be) of the other differences between the company and the Postmaster-general may, in the present discussion, be very properly excluded.

You know that I consider some of the orders from the Post-office to be illegal, and if the company, acting under that belief, felt that by the operation of those orders their interests were likely to be prejudicially affected, they were not only justified, but in my opinion they were bound, as trustees of the property they manage, to protect themselves by every legitimate means.

It is only when the Government seeks their own interests at the expense of the company, in an illegal manner, that I consider resistance justifiable, and not when it is merely exercising the powers of an Act of Parliament, which alone gives it any right whatever to interfere.

The strong terms in which you have spoken of the conduct of the Grand Junction Company render it imperative on me to request that the umpire (if he desires it) may be furnished with copies of the correspondence which has already taken place between the company and the Postmaster-general on this subject, together with such explanations as either party may wish to offer.

I have deemed it prudent to send a copy of this letter to Mr. Patten.

I am, &c.

Lieut. Harness, Royal Engineers, Chatham. (signed) *Joseph Locke.*

Enclosure No. 4, in Mr. *Lawrence*'s Letter.

Dear Sir, Chatham, 15 November 1841.

In a letter Mr. Locke has addressed to me, dated 12th instant, and of which you have received a copy, there is a remark that the mail service on the Crewe and Chester line has been well performed, and that I have offered no proof to the contrary.

I do not fully understand the import of this remark, whether intended to apply to what the Grand Junction Company appear to consider all that it is necessary to do on receiving an order to convey the mails, or generally as to the assertions I have made respecting their conduct; and think it right, therefore, to say, that I am ready to prove every assertion made in my statement, and shall be happy to do so, either in Mr. Locke's presence, or in any way you think proper. I hope to be at Preston on Wednesday morning next, and shall be glad to receive there your instructions on this point. A letter directed to the Post-office, Preston, will reach me.

J. Wilson Patten, Esq. M. P. Believe me, &c.
&c. &c. &c. (signed) *H. D. Harness.*

Enclosure No. 5, in Mr. *Lawrence*'s Letter.

Dear Sir, London, 19 November 1841.

From the remark contained in Lieut. Harness's letter to you of the 15th instant, "that as regards the conduct of the directors of the Grand Junction Railway Company, he is ready to prove every assertion made in his statement," it becomes my duty to request that the opportunity to make the proof be afforded to that gentleman.

I have in my former communications endeavoured to exclude from our consideration all matters that did not strictly come within the limits of our inquiry; and it was with great regret that I saw in the statement of Lieut. Harness several statements made which I believe to be entirely without foundation.

I did not wish, however, to find any provocation in those remarks; and even in my letter to Lieut. Harness, of the 10th instant a copy of which I forwarded to you), I was unwilling to force upon your consideration a disagreeable inquiry which was foreign to the object for which you kindly consented to act as umpire; and I, therefore, in offering to furnish to you the correspondence between the Post-office and the company, wished you to exercise a discretion as to whether such an inquiry was or was not at all necessary. The reply of Lieut. Harness to that letter leaves me now no alternative but that of calling your attention to the charges made by that gentleman against the directors, and requesting you to be good enough to state in your award, whether the services demanded by the Postmaster-general, pursuant to the notice of the 14th June, have or have not been well performed by the company; and whether the charges of which the directors complain, have either any foundation in fact, or have any connexion whatever with the subject of this inquiry.

Although I continue to entertain the same strong opinion against the propriety and the right to bring before you, as umpire, such statements as those which are now complained of; I feel, nevertheless, that since it is not improbable some use may hereafter be made of the document which contains them, the company's interests might be seriously prejudiced if those statements were suffered to remain uncontradicted.

I have not allowed my office as arbitrator to prevent me from communicating with the directors on a point which affects them as managers of a great public work; and I have received from them express instructions to deny most unequivocally the charges which have been brought against them.

They protest, too, in the strongest manner, against the right of Lieutenant Harness to inquire into or animadvert on the internal conduct of this or any other company, in their capacity as carriers, unconnected with the transmission of the mails.

They have forwarded to me the enclosed correspondence between themselves and the Postmaster, and they confidently appeal to it to prove that so far from having felt or shown any desire to thwart the Government in forwarding the mails,

mails, they have offered accommodation and facilities which have never been accepted by the Post-office authorities.

To this correspondence I will not at present add one word, for I am satisfied that you will agree with me in thinking the conduct of the directors needs no defence.

I cannot, however, omit to express my strong disapprobation of the course pursued by Lieutenant Harness on this occasion. There is no clause in the Post-office Act which gives him the right to arraign the conduct of a company on matters which have no connexion with the simple object of the inquiry. We were appointed arbitrators solely under the powers of that Act to ascertain what is the proper price to pay the company for carrying the mails to and from Chester and Crewe, and I contend that the extraneous matter regarding the company as carriers, their fares, accommodations to passengers, the running of engines and carriages on other lines than their own, have been most improperly introduced into this discussion.

The attempt to fix on the company the losses which the Government has sustained by changing the point of departure of the steam-boats from Liverpool to Birkenhead is too ridiculous to be seriously treated, and I am surprised that Lieut. Harness should not have discovered a much more legitimate cause for those losses in the order which he says was given by the Government that the boats should not take up passengers from Liverpool after they had left their moorings at Birkenhead.

The real question for our consideration is, have the mails been carried at the times stated in the notice before alluded to? I have already offered distinct proof that they have been uniformly and regularly so carried, and it is on this fact (which is uncontradicted) I rest my claim.

Should you be of opinion that, in addition to the correspondence, it is desirable to proceed further with the investigation of the extraneous matter brought before you by Lieutenant Harness, then I will beg the favour of your so informing me, and of your affording to the directors the opportunity (which they are most anxious to have) of disproving the statements of Lieutenant Harness altogether.

I am, &c.

John Wilson Patten, Esq. M. P., (signed) *Joseph Locke.*
&c. &c. &c.
Bank Hall, Warrington.

Enclosure No. 6, in Mr. *Lawrence*'s Letter.

Dear Sir, Chatham, 29 November 1841.

THE charges brought by me against the Grand Junction Railway Company, as affecting the case submitted to your judgment, are,

1st. That they obliged the mails and passengers for Birkenhead to change carriages at Chester.

2d. That they have prevented their carriages from entering the station of the Birkenhead Company at Chester.

3d. That by not supplying a sufficient number of carriages for the Birkenhead (or rather Chester) passengers at Birmingham, a change of carriages has occasionally been rendered necessary at Crewe.

4th. That they have charged the passengers from Birmingham to Chester by the night mail a fare of 22 *s.*, the published fare being 18 *s.*

The first of these is proved by the correspondence, of which Mr. Locke has supplied you with a copy. It is also proved by the same evidence as the second.

Documents from which the following extracts were taken when they were submitted to me, convinced me of the truth of the 1st, 2d, and 3d of the above.

EXTRACT from the *Crewe* and *Birkenhead* Railway Time-Bill of the 20th September 1841.

"Detained at Crewe for an extra carriage, which had to be drawn from the sheds, a long distance, after the down train started.

"Detained at Chester, through an alteration being made by the Grand Junction Company, in stopping the train from Birmingham running into the Birkenhead company's yard; the bags and luggage have to be carried a considerable distance, and not sufficient help.

(signed) "*Johnson*," Guard.

Mr. Dicker, of the General Post-office, being sent to inquire into this circumstance, the following is an extract from his report:—

"There is but one carriage attached to the train at Birmingham for Chester, and when there are more passengers than that carriage will contain, they are conveyed to Crewe in a Liverpool and Manchester carriage, and on those occasions a second carriage would be required between Crewe and Chester, in addition to the one the mail guard and bags are conveyed in. I should inform you that the second carriage in question cannot be moved from the shed (which is, I think, nearly a quarter of a mile from the station) until the Manchester and Liverpool has passed the points beyond the shed, but it might be moved previous to the London mail's arrival, and left upon the side-rails at the south end of the station; but as a second carriage is but seldom required, it appears they leave it in the shed until they know whether it is wanted or not, and this caused the detention at Crewe.

"The detention at Chester on the same morning, was in consequence of the Grand Junction Company having for the last month past discontinued running their train into the Birkenhead station at Chester, the inconvenience of which is great on a Sunday or Tuesday morning, when the sacks for Dublin are generally very heavy, and several passengers, with their luggage, are to be transferred, as on the morning in question."

Considering that the change at Crewe might have been a single instance of detention from this cause, I wrote to Colonel Maberly, to ask him how often it had occurred within the last six weeks, and was informed in reply, that it had happened three times; viz. 10th August, 5th and 21st September. These dates were given by me to Mr. Locke at Liverpool.

With respect to the last charge, I offer my own evidence; it also corroborates all the preceding, with the exception of the change at Crewe.

On the evening of the 20th October I left London for Liverpool, and to assist my judgment in the case referred to arbitration, went by Birkenhead. In the booking-office at the London station, I asked for a ticket to Chester, but was informed I could only have one to Birmingham; at Birmingham I obtained a ticket for Chester, and was charged 22*s.* for it. At Chester the train stopped at the offices of the Grand Junction Company, and I had to walk to those of the Birkenhead Company. On arriving at Liverpool, I requested Captain Bevis, the commander of the mail packets, to ascertain what fares the passengers on board the mail boats had paid for the journey from Birmingham to Chester (thinking it possible that the charge might have been an imposition of the booking-clerk on me individually). Captain Bevis caused the inquiry to be made, and informed me that it was 22*s.* I brought the circumstance before Mr. Locke, at Liverpool, and he admitted it to be the act of the company.

When forming my own opinion of this case, the times given for the Liverpool and Birkenhead mail trains, in Bradshaw's Time Tables, for the three months, September, October, and November, perplexed me; and I accordingly applied to the Post-office for the correct times of these trains throughout. They are as follows:

Leave London - - - - - -	8	3	P.M.
— Birmingham - - - - -	1	50	A.M.
Arrive at Crewe - - - - -	4	11	—
— Warrington - - - - -	5	10	—
— Liverpool - - - - -	6	0	—
— Birkenhead - - - - -	6	4	—

Although

Although you have not desired me to enter upon the proof of the assertions I have made, it has become necessary for me to show on what grounds I made them. I regret exceedingly that my duty should have compelled me to make them, and to render so painful the question submitted to your judgment.

I am, &c.

J. Wilson Patten, Esq. M. P. (signed) *H. D. Harness.*
&c. &c. &c.

Enclosure No. 7, in Mr. *Lawrence*'s Letter.

Dear Sir, London, 1 December 1841.

Lieut. Harness has sent me a copy of his letter to you of the 29th ult., and although I feel no disposition to prolong a discussion on the matter of difference between us, I cannot forbear to state that so far from the correspondence which I have furnished to you supporting the charge, "that the company obliged the mails and passengers to change carriages at Birkenhead," it proves, as far as regards the mails, the very contrary; for one of the letters contains a distinct offer from the directors to permit their mail carriage to run to Birkenhead, if the Postmaster-general required it. This fact distinctively negatives the position taken by Lieut. Harness; for it shows, on the contrary, a desire on the part of the directors to give even more accommodation to the Post-office than the authorities thought proper to accept.

The evidence now tendered in the shape of an extract from the journal of Johnson, the guard, was certainly mentioned to me in Liverpool; and on reference to the company's time and way-bills, I found that on those very occasions the trains still arrived at Chester within the proper time. Indeed, as I have stated before, neither on these occasions nor on any others, has any complaint been received from the Post-office of a single late arrival at Chester.

This fact was stated to Lieut. Harness by the secretary at Liverpool.

As regards the conveyance of the mails, there is no further evidence to support the very grave charges made by Lieut. Harness against the directors; and with respect to the other questions of changing and attaching carriages, making use of the station of another company, charging too high fares, &c., the directors, as you already know, are most anxious not only to justify their own conduct, but to show how unfairly and unjustly that conduct has on this occasion been impugned. It rests with you to receive or to refuse these proofs; but as I believe them to have nothing whatever to do with the real question submitted to you, it is not my intention, in my capacity of arbitrator, to force their consideration upon you.

My former letter will have told you, however, that the directors have given no express instructions to state their desire to have a hearing.

I am, &c.

J. Wilson Patten, Esq. M. P. (signed) *Joseph Locke.*
&c. &c. &c.

Sir, General Post-office, 5 February 1842.

In reply to your letter of the 13th December last, I have received the commands of the Postmaster-general to inform you that as the Act of Parliament which regulates the conduct of the Post-office service in regard to the conveyance of the mails on railways, merely directs that the question of remuneration to be paid for the service shall be referred to arbitration when the Postmaster-general is unable to conclude a satisfactory agreement with the companies, his Lordship cannot possibly interfere with any views by which the arbitrator appointed on the part of the Post-office may be guided in the execution of his duty; and as the Postmaster-general is invited by your letter to suggest any improvement which he may consider advisable in the mode in which the Grand Junction Railway Company execute the Post-office service on their line, I am

directed by his Lordship to state that he cannot help pointing out the injurious tendency to the public service, owing to passengers not being able to book through to Birkenhead, and the frequent change of carriages required to that place, as well as the slow rate at which the mail train travels from Crewe to Chester; and that, in his Lordship's opinion, if measures were taken to obviate the delay which arises from these causes, the greatest benefit would accrue to Ireland, as an arrival in Dublin of the English mails could always be secured in time to dispatch them into the interior the same evening, except in those cases of bad weather which would cause the packet to occupy more than 14 or 15 hours in its passage.

I am, &c.

Chas. Lawrence, Esq. (signed) *W. L. Maberly.*
Grand Junction Railway Office, Liverpool.

Grand Junction Railway, Liverpool,
Sir, 21 February 1842.

I AM requested by the directors of this railway to acknowledge your favour of the 5th.

Upon the first part of it I am only instructed to express the very great regret and disappointment of the Board at the conclusion to which his Lordship has come, bearing in mind the tone and style of Lieut. Harness's remarks upon them, to which they ventured to call his Lordship's attention, and convinced as they are that those remarks, though exceedingly unjust in themselves, produced (however imperceptibly) an unfavourable impression upon the mind, and consequently upon the decision of the arbitrator to whom they were addressed. The Board are aware, at the same time, that they have no right to press this point further upon the attention of the Postmaster-general.

Upon the next subject of your letter, the expediting of the trains over the Crewe and Chester line, the directors instruct me to remind you that their only reason for declining hitherto the responsibility of any greater speed for these night trains than they have considered safe, even for the day trains, was, that the company's engineer had distinctly reported to them against the safety of any increased speed. When this ground of objection shall be removed, they will be found most ready to meet the wishes of the Postmaster-general for any safe increase of speed, on payment only of what may be a fair equivalent for the extra service.

As respects the booking through of passengers: if between London and Birkenhead be meant, the Grand Junction directors have not, and never had, any power to make or to object to the arrangement, not being the owners of, and not having in any way the conduct of the business at either of those termini. And if the booking through, which is suggested, be meant to apply as between Birmingham and Birkenhead, then the position of this company is, that any such arrangement would be in direct contravention of a contract which they made with the Liverpool and Manchester Railway Company (before the Birkenhead line was even authorized by Parliament),—a contract, the benefits of which contribute to enable the Grand Junction Company to perform cheaply, and in the satisfactory manner so handsomely acknowledged by the late Postmaster-general, the Post-office services required of them over the Liverpool and Manchester Railway in connexion with the Grand Junction Railway.

I am only directed further to say, that (in accordance with propositions to a similar effect heretofore made on one or two occasions) this Board have always been, and of course still are, quite ready to allow the carriage which the Postmaster-general has specially ordered for the purpose of carrying the mail bags to pass over the Birkenhead line on payment of any fair sum for wear and tear of it.

If his Lordship is not already aware of the fact, the directors would request the favour of your informing him that the passengers going to or coming from Birkenhead have not to change their carriage anywhere whilst under the charge

charge of the Grand Junction Company, and that as regards any saving of time to Ireland by this route as compared with that *viâ* Liverpool, the impression of this Board always has been that the distance saved being only between seven and eight miles (15 to 20 minutes at most), might equally be saved if needful on the latter route.

I am, &c.

Colonel Maberly,
&c. &c. &c.

(signed) *Chas. Lawrence,*
Chairman.

MAIL CONVEYANCE.

CORRESPONDENCE relating to the Conveyance of the Mails from *Crewe* to *Chester* and *Birkenhead*.

(*Lord Robert Grosvenor.*)

Ordered, by The House of Commons, *to be Printed*,
12 *April* 1842.

164.

Under 7 oz.

POST OFFICE.

RETURN to an ORDER of the Honourable The House of Commons, dated 24 February 1842;—*for*,

RETURN, in Detail, of the Number of CASES which have occurred, from 5 January 1837 to 5 January 1841, in each Year, of Letters, franked or unfranked, addressed to Persons in *London*, *Dublin*, or *Edinburgh*, or which have been applied for, through the General Post Offices of those Cities, containing Money, Bills, Bank Notes, or other Property, which have been SECRETED or PURLOINED by any Person in the employment of the POST OFFICE DEPARTMENT, or been demanded therefrom by Private Parties, as Undelivered, with the Amount thereof, in each Case in each Year, respectively; also, of the Names and Situations of all Persons DISMISSED or REMOVED from the Post Office Department as above, under the Allegation of having Purloined or Secreted Letters, franked or unfranked, or been concerned therein, containing Money, Bills, Bank Notes, or other Property, belonging to Private Parties, with the Amount in each instance; also, a Return, as above, of all Persons who have actually DEFRAUDED the REVENUE DEPARTMENT of the Post Office, and been Dismissed therefrom, stating, in either case, if the First Offence was visited with Removal or Dismissal, or if repeated previous thereto.—(*Being in continuation of Return, No.* 265, *Ordered* 30*th of March and* 6*th of April* 1838.)

(*Mr. Wallace.*)

—1.—

RETURN of the Number of CASES which have occurred, from 5 January 1837 to 5 January 1841, in each Year, of Letters, franked or unfranked, addressed to Persons in *London*, *Dublin*, or *Edinburgh*, or which have been applied for, through the General Post Offices of those Cities, containing Money, Bills, Bank Notes, or other Property, which have been SECRETED or PURLOINED by any Person in the Employment of the POST OFFICE DEPARTMENT, or been demanded therefrom by Private Parties, as Undelivered, with the Amount thereof, in each Case in each Year respectively; viz.

(1.)—RETURN of CASES in which Persons in the Employ of the Post Office have been CONVICTED in *England* and *Wales*, of purloining Letters containing Property - - - - - - - - - - - p. 2

(2.)—ABSTRACT RETURN, showing the Number of CASES in each Quarter of each Year, the Description of Property, and the Value thereof, in Classed Arrangement, of Amounts varying from 10*s.* to £. 4,000 and upwards (so far as relates to Letters demanded from the Post Offices of London, Edinburgh, and London, by Private Parties as Undelivered) - - - - - - - - - - - pp. 2–15

(3.)—ABSTRACT ACCOUNT, showing the Total Amount of COIN and BANK NOTES contained in Letters applied for through the Post-Offices of *London*, *Edinburgh*, and *Dublin*, as Undelivered, in each Quarter from 5 January 1837 to 5 January 1841, respectively - - - - - - - - - - pp. 16, 17

—2.—

RETURN of the NUMBER of PERSONS DISMISSED or REMOVED, and the Situations from which they may have been Dismissed or Removed, in the Post-Office Department, under the Allegation of having PURLOINED or SECRETED LETTERS, franked or unfranked, containing Money, Bills, Bank Notes, or other Property belonging to Private Individuals, with the Amount in each instance, and stating if the First Offence was visited with Removal, or if repeated previous thereto, during the Four Years ended 5 January 1841 - - - - - - - - - - - - - p. 18

—3.—

RETURN of PERSONS who have actually DEFRAUDED the REVENUE DEPARTMENT of the POST OFFICE, and been Dismissed therefrom; stating if the First Offence was visited with Dismissal or Removal, or if repeated previous thereto, during the Four Years ended 5 January 1841 - - - - - - - - - - - - - p. 19

Ordered, by The House of Commons, *to be Printed*,
21 *April* 1842.

Under 3 *oz.*

— 1. —

RETURN of the Number of CASES which have occurred, from 5 January 1837 to 5 January 1841, in each Year, of Letters, franked or unfranked, addressed to Persons in *London*, *Dublin*, or *Edinburgh*, or which have been applied for, through the General Post Offices of those Cities, containing Money, Bills, Bank Notes, or other Property, which have been SECRETED or PURLOINED by any Person in the Employment of the POST OFFICE DEPARTMENT, or been demanded therefrom by Private Parties, as Undelivered, with the Amount thereof, in each Case in each Year, respectively.

(1).—RETURN of CASES in which Persons in the Employ of the Post Office have been CONVICTED, in *England* and *Wales*, of purloining Letters containing Property.

Years.	Number of Cases in each Year.	Description of Property in each Case.	Amount in each Case. £.	s.	d.
1837	13	Bank Note	50	–	–
		Sovereign	1	–	–
		Bank Note	100	–	–
		Bank Note	40	–	–
		Sovereigns	2	–	–
		Bank Note	5	–	–
		Money Order	1	19	11
		Pair of Gloves	–	2	–
		Sovereigns	3	–	–
		Sovereigns	2	–	–
		Sovereign	1	–	–
		Sovereign	1	–	–
		Sovereigns	3	–	–
1838	7	Bank Note	5	–	–
		Bank Post Bill	25	–	–
		Bank Note	5	–	–
		Bank Notes and Bill of Exchange	46	2	–
		Bank Note and Bills of Exchange	78	1	–
		Bank Note	5	–	–
		Bank Note	5	–	–
1839	5	Bank Notes	30	–	–
		Sovereign & Half Sovereign	1	10	–
		Sovereign	1	–	–
		Sovereign	1	–	–
		Sovereign	1	–	–
1840	27	Bank Note	10	–	–
		Bank Notes	15	–	–
		Bank Notes & Bills of Exch[e]	90	–	–
1840	27	Bank Notes, Sovereigns, and Half Sovereigns	197	10	–
		Bank Note	10	–	–
		Gold Watch	5	–	–
		Sovereign, Half Sovereign, and 4 *d.*	1	10	4
		Sovereign	1	–	–
		Shilling	–	1	–
		Book	–	5	–
		Sovereign	1	–	–
		Bank Notes, Sovereigns, and Silver	18	1	–
		Bank Notes	70	–	–
		Bank Notes	200	–	–
		Bank Notes	45	–	–
		Bank Notes, Half Sovereigns, and Silver	35	11	–
		Gold Watch	40	–	–
		4 Gold Chains	30	–	–
		15 Gold Rings	5	–	–
		Sovereign	1	–	–
		Shilling	–	1	–
		Shilling	–	1	–
		Shilling and Sixpence	–	1	6
		Shillings	–	2	–
		Bank Note	5	–	–
		Gold Ring	–	10	–
		Bank Note and Sovereigns	43	–	–
		TOTAL AMOUNT, 1837–1840 £.	1,238	8	9

General Post Office,
25 February 1842.

M. B. Peacock, Solicitor.

(2.)—ABSTRACT RETURN, showing the Number of Cases in each Quarter of each Year, the Description of Property, and the Value thereof, in Classed Arrangement, of Amounts varying from 10*s.* to £.4,000 and upwards (so far as relates to Letters demanded from the Post Offices of London, Edinburgh, and Dublin, by Private Parties as undelivered).

DESCRIPTION of PROPERTY.	10*s.* & under.	£.1. & under.	£.5. & under.	£.10. & under.	£.20. & under.	£.30. & under.	£.40. & under.	£.50. & under.	£.100. & under.	£.200. & under.	£.300. & under.	£.500. & under.	£.1,000. & under.	£.2,000. & under.	£.3,000. & under.	£.4,000. & under.	£.4,000. & upwds.	Value not stated.
GENERAL POST OFFICE, LONDON:																		
1837:																		
Quarter ending 31 March:																		
Coin	15	24	6	1	–	–	1	–	–	–	–	–	–	–	–	–	–	3
Bank Notes	–	–	36	19	7	4	–	3	3	1	1	–	–	–	–	–	–	1
Drafts or Cheques on Banks	–	–	1	3	1	3	1	1	5	3	2	1	–	1	–	–	–	1
Bills, Letters of Credit, and Circular Notes & Orders	–	–	1	2	8	8	1	5	6	5	1	4	2	2	–	–	–	8
Railway Shares	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Post-office Money Orders	–	2	–	–	3	–	–	–	–	–	–	–	–	–	–	–	–	2
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Not specified	–	–	1	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–
TOTAL	15	26	45	25	20	15	4	9	14	9	4	5	2	3	–	–	–	20

DESCRIPTION of PROPERTY.	10 s. & under.	£. 1. & under.	£. 5. & under.	£. 10. & under.	£. 20. & under.	£. 30. & under.	£. 40. & under.	£. 50. & under.	£. 100. & under.	£. 200. & under.	£. 300. & under.	£. 500. & under.	£. 1,000. & under.	£. 2,000. & under.	£. 3,000. & under.	£. 4,000. & under.	£. 4,000. & upwds.	Value not stated.
GENERAL POST OFFICE, LONDON—*continued.*																		
1837:																		
Quarter ending 30 June:																		
Coin	24	23	7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	1	31	17	5	3	–	3	1	1	–	–	2	–	–	–	–	1
Drafts or Cheques on Banks	–	–	1	3	4	3	1	–	2	2	1	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	3	1	4	1	2	4	3	2	1	1	1	2	–	2	5
Post-office Money Orders	–	1	1	1	–	–	–	–	–	–	1	–	–	–	–	–	–	1
Papers	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	1
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Not specified	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–
TOTAL	24	25	40	24	10	10	2	5	7	8	4	1	3	1	2	–	2	14
Quarter ending 30 Sept.:																		
Coin	27	33	6	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	5	27	11	9	4	2	–	5	–	1	–	–	–	–	–	–	1
Drafts or Cheques on Banks	–	–	3	4	3	–	1	3	4	2	2	–	–	–	–	–	–	1
Bills, Letters of Credit, and Circular Notes & Orders	1	–	2	2	9	8	3	5	10	2	2	3	1	1	–	–	–	14
Dividend Warrants	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bonds	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*1	–
Post-office Money Orders	–	1	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Not specified	–	–	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	–
TOTAL	28	39	40	19	21	12	6	8	19	4	5	3	2	1	–	–	1	25
Quarter ending 31 Dec.:																		
Coin	26	21	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	–	26	21	7	4	3	2	1	2	–	2	–	–	–	–	–	1
Drafts or Cheques on Banks	–	–	–	1	–	2	2	–	1	1	–	–	2	–	–	–	–	2
Bills, Letters of Credit, and Circular Notes & Orders	–	–	3	5	4	7	1	6	8	6	–	2	2	1	–	–	–	8
Post-office Money Orders	–	–	2	–	1	–	–	–	–	1	–	–	–	–	–	–	–	1
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Not specified	–	1	4	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	26	22	39	27	13	13	6	8	10	10	–	4	4	1	–	–	–	20
GRAND TOTAL for the Year 1837	93	112	164	95	64	50	18	30	50	31	13	13	11	6	2	–	3	79
1838:																		
Quarter ending 31 March:																		
Coin	7	43	11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Bank Notes	–	2	29	14	7	4	1	1	3	–	–	–	–	1	–	–	–	1
Drafts or Cheques on Banks	–	1	1	2	2	1	1	1	5	2	2	–	–	–	–	–	–	1
Bills, Letters of Credit, and Circular Notes & Orders	1	2	–	5	7	3	4	2	8	5	3	4	2	–	–	–	–	3
Post-office Money Orders	–	4	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	4
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Not specified	1	1	4	–	–	–	1	1	1	–	1	–	1	–	–	–	–	–
TOTAL	9	53	46	22	16	8	7	5	18	7	6	4	3	1	–	–	–	22
Quarter ending 30 June:																		
Coin	20	39	6	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	–	33	23	5	4	2	6	–	1	–	1	–	–	–	–	–	
Drafts or Cheques on Banks	–	–	1	2	5	–	2	2	1	1	–	1	1	–	–	–	–	2
Bills, Letters of Credit, and Circular Notes & Orders	–	–	3	2	8	2	3	3	4	3	2	1	2	2	–	–	–	4
Post-office Money Orders	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Not specified	–	–	1	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	20	40	44	30	20	6	7	11	5	5	2	3	3	2	–	–	–	15

*£. 30,000.

DESCRIPTION of PROPERTY.	10s. & under.	£.1. & under.	£.5. & under.	£.10. & under.	£.20. & under.	£.30. & under.	£.40. & under.	£.50. & under.	£.100. & under.	£.200. & under.	£.300. & under.	£.500. & under.	£.1,000. & under.	£.2,000. & under.	£.3,000. & under.	£.4,000. & under.	£.4,000. & upwds.	Value not stated.
GENERAL POST OFFICE, LONDON—*continued.*																		
1838:																		
Quarter ending 30 Sept.:																		
Coin	28	57	11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Bank Notes	–	–	48	14	6	2	1	–	3	1	1	1	–	–	–	–	–	1
Drafts or Cheques on Banks	–	–	–	4	1	–	1	1	1	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	3	3	7	2	2	6	10	5	2	1	1	–	1	–	2	5
Post-office Money Orders	–	–	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Not specified	–	1	5	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	28	58	70	21	15	4	4	7	14	6	3	2	1	–	1	–	2	15
Quarter ending 31 Dec.:																		
Coin	17	53	17	–	–	–	–	–	–	–	–	–	–	–	–	–	–	11
Bank Notes	–	–	45	19	8	2	2	–	2	2	1	–	–	–	–	–	–	2
Drafts or Cheques on Banks	–	1	4	3	3	3	1	–	3	1	1	–	1	–	–	1	–	3
Bills, Letters of Credit, and Circular Notes & Orders	–	–	2	4	7	4	1	1	4	4	4	3	2	–	–	–	–	9
Post-office Money Orders	–	1	3	–	1	–	–	–	–	–	–	–	–	–	–	–	–	2
Papers	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	3
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	1	–	1	–	1	2	–	–	–	–	–	–	–	–	–	–	–	1
TOTAL	18	55	72	26	20	12	4	1	9	7	6	3	3	–	–	1	–	32
GRAND TOTAL for the Year 1838	75	206	232	99	71	30	22	24	46	25	17	12	10	3	1	1	2	84
1839:																		
Quarter ending 31 March:																		
Coin	33	69	24	–	–	–	–	–	–	–	–	–	–	–	–	–	–	16
Bank Notes	–	1	50	22	11	4	–	1	3	–	–	2	4	–	–	–	–	1
Drafts or Cheques on Banks	–	1	2	8	8	4	2	5	2	3	3	–	–	–	–	–	–	11
Bills, Letters of Credit, and Circular Notes & Orders	–	2	2	6	6	8	2	3	11	7	3	2	4	3	–	–	–	20
Dividend Warrants	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bonds	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–
Post-office Money Orders	4	5	7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
Papers	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	26
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Not specified	–	–	5	2	4	1	–	–	–	–	–	–	1	–	–	–	–	5
TOTAL	37	78	90	38	29	18	4	9	17	10	6	4	9	3	–	–	–	90
Quarter ending 30 June:																		
Coin	29	66	16	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12
Bank Notes	–	4	41	23	12	4	–	6	2	1	–	–	–	–	–	–	–	2
Drafts or Cheques on Banks	–	2	3	2	9	3	–	3	1	4	1	1	–	–	–	–	–	8
Bills, Letters of Credit, and Circular Notes & Orders	–	–	3	6	11	4	2	8	9	8	3	1	1	2	1	–	1	19
Post-office Money Orders	10	9	13	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Papers	–	–	–	–	–	–	1	–	–	–	1	–	–	–	–	–	–	16
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Not specified	–	1	5	1	2	1	–	–	1	–	–	–	–	–	–	–	–	–
TOTAL	39	82	81	32	34	12	3	17	13	13	5	2	1	2	1	–	1	66
Quarter ending 30 Sept.:																		
Coin	35	62	24	–	–	1	–	–	–	–	–	–	–	–	–	–	–	19
Bank Notes	–	1	47	18	11	1	2	3	4	2	1	–	–	–	–	–	–	4
Drafts or Cheques on Banks	–	–	3	4	8	4	1	3	3	2	4	4	1	1	–	1	1	1
Bills, Letters of Credit, and Circular Notes or Orders	–	1	5	2	12	6	2	5	12	5	4	4	2	2	–	–	–	17
Dividend Warrant	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bonds	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Post-office Money Orders	7	19	18	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	24
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7
Not specified	–	–	3	–	1	–	–	1	–	–	–	–	–	–	–	–	–	1
TOTAL	42	83	100	25	32	12	5	12	19	9	9	8	3	3	–	1	1	78

DESCRIPTION of PROPERTY.	10 s. & under.	£.1. & under.	£.5. & under.	£.10. & under.	£.20. & under.	£.30. & under.	£.40. & under.	£.50. & under.	£.100. & under.	£.200. & under.	£.300. & under.	£.500. & under.	£.1,000. & under.	£.2,000. & under.	£.3,000. & under.	£.4,000. & under.	£.4,000. & upwds	Value not stated.
GENERAL POST OFFICE, LONDON—*continued.*																		
1839: Quarter ending 31 Dec.:																		
Coin	65	69	15	–	–	–	–	–	–	–	–	–	–	–	–	–	–	15
Bank Notes	–	1	45	19	11	4	3	1	5	–	1	1	–	–	–	–	–	2
Drafts or Cheques on Banks	–	–	5	7	2	2	1	3	5	3	–	–	–	–	–	–	–	3
Bills, Letters of Credit, and Circular Notes & Orders	–	1	6	9	8	4	6	4	9	9	4	5	3	6	–	–	–	13
Dividend Warrants	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bonds	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Post-office Money Orders	7	18	30	1	–	1	–	–	–	–	–	–	–	–	–	–	–	2
Papers	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	20
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Not specified	1	–	6	1	2	–	–	–	–	1	1	–	–	–	–	–	–	8
TOTAL	73	89	107	37	24	11	10	8	19	13	6	6	3	6	–	–	–	71
GRAND TOTAL for the Year 1839	191	332	378	132	119	53	22	46	68	45	26	20	16	14	1	1	2	305
1840: Quarter ending 31 Mar.:																		
Coin	534	555	344	1	–	–	–	–	–	–	–	–	–	–	–	–	–	29
Bank Notes	–	4	114	38	46	9	9	6	14	3	2	–	1	–	–	–	–	10
Drafts or Cheques on Banks	1	1	10	17	13	7	5	2	8	3	2	4	2	–	–	–	–	6
Bills, Letters of Credit, and Circular Notes & Orders	–	1	13	15	31	7	3	9	33	12	9	8	3	1	1	1	–	22
Dividend Warrants	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Post-office Money Orders	19	46	41	1	1	–	1	–	–	–	–	–	–	–	–	–	–	12
Papers	1	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	–	31
Jewellery and other Articles	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	83
Not specified	1	2	28	2	2	1	–	1	1	–	–	–	–	–	–	–	–	7
TOTAL	558	609	551	75	93	24	18	18	56	18	13	12	6	2	1	1	–	201
Quarter ending 30 June:																		
Coin	556	676	407	2	–	–	–	–	–	–	–	–	–	–	–	–	–	42
Bank Notes	–	3	82	101	61	15	11	6	13	3	3	1	–	3	1	–	–	5
Drafts or Cheques on Banks	–	1	12	5	19	9	4	12	8	7	2	2	3	–	–	–	–	8
Bills, Letters of Credit, and Circular Notes & Orders	1	1	8	14	21	19	10	9	17	13	9	7	5	–	–	–	–	42
Dividend Warrants	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Bonds	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Post-office Money Orders	24	55	48*	3	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Papers	–	–	–	–	–	–	–	–	–	–	1	–	1	–	–	–	–	33
Jewellery and other Articles	4	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	144
Not specified	–	–	32	4	4	–	1	1	2	–	–	1	1	–	–	–	–	10
TOTAL	585	736	591	130	106	44	26	28	40	23	15	11	10	3	1	–	–	288
Quarter ending 30 Sept.:																		
Coin	690	764	498	–	–	–	–	–	–	–	–	–	–	–	–	–	–	39
Bank Notes	–	5	102	92	49	19	5	6	15	8	3	1	3	2	–	–	–	9
Drafts or Cheques on Banks	1	1	12	8	7	5	3	–	10	8	1	1	1	–	–	–	–	10
Bills, Letters of Credit, and Circular Notes & Orders	–	–	9	18	20	13	8	11	22	20	3	2	5	5	2	2	–	21
Dividend Warrants	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Post-office Money Orders	29	66	67	2	–	–	1	–	–	–	–	–	–	–	–	–	–	6
Shares	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Papers	3	–	2	2	–	–	–	–	–	1	–	–	–	–	–	–	–	55
Jewellery and other Articles	1	1	2	2	–	1	–	–	–	–	–	–	–	–	–	–	–	139
Not specified	–	–	28	2	5	–	–	–	2	1	–	–	–	1	–	–	–	26
TOTAL	724	837	720	126	81	38	17	17	49	38	7	4	9	8	2	2	–	308

(*continued*)

* A Money Order for 1 *l.* 10 *s.* was subsequently recovered.

DESCRIPTION of PROPERTY.	10 s. & under.	£. 1. & under.	£. 5. & under.	£. 10. & under.	£. 20. & under.	£. 30. & under.	£. 40. & under.	£. 50. & under.	£. 100. & under.	£. 200. & under.	£. 300. & under.	£. 500. & under.	£. 1,000 & under.	£. 2,000 & under.	£. 3,000 & under.	£. 4,000 & under.	£. 4,000 & upwds.	Value not stated.
General Post Office, London—*continued.*																		
1840: Quarter ending 31st Dec.:																		
Coin	568	608	341	4	–	–	–	–	–	–	–	–	–	–	–	–	–	26
Bank Notes	–	4	92	98	42	14	12	7	6	9	2	2	1	1	1	1	–	7
Drafts or Cheques on Banks	–	–	7	19	11	8	5	6	16	7	2	1	2	–	–	2	–	9
Bills, Letters of Credit, and Circular Notes & Orders	2	1	5	21	26	16	12	11	20	13	8	8	4	4	–	–	1*	35
Dividend Warrants	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Post-office Money Orders	56	84†	76	3	4	–	–	–	–	–	–	–	–	–	–	–	–	6
Papers	3	–	–	1	–	–	–	–	–	–	2	–	1	–	–	–	–	59
Jewellery and other Articles	–	2	–	2	–	–	–	–	–	1	–	–	–	–	–	–	–	154§
Not specified	–	1	26	6	7	2	–	1	1	1	–	–	–	–	–	–	–	21
Total	629	700	547	154	90	40	29	25	43	31	14	11	8	5	1	3	1	320
Grand Total for the Year 1840	2496	2882	2409	485	370	146	90	88	188	110	49	38	33	18	5	6	1	1,117
1841: 1 Jan. to 4 Jan.:																		
Coin	16	21	7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	–	5	3	1	1	–	–	–	–	1	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	1	1	2	2	–	4	–	–	–	–	–	–	–	–	3
Post-office Money Orders	4	7	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Jewellery and other Articles	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	11
Not specified	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	20	29	17	4	2	3	2	–	5	–	1	–	–	–	–	–	–	16
Twopenny Post Office, London:																		
1837: Quarter ending 31 March:																		
Coin	15	4	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	1	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Total	15	4	2	–	1	–	–	–	–	–	1	–	–	–	–	–	–	6
Quarter ending 30 June:																		
Coin	8	1	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	–	1	–	1	–	–	–	–	–	–	–
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Not specified	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Total	8	1	2	1	–	–	–	–	1	–	1	–	–	–	–	–	–	5
Quarter ending 30 Sept.:																		
Coin	16	6	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Bank Notes	–	–	2	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	–	1	–	2	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	1	–	–	1	–	1	–	1	–	–	–	–	–	–	4
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Jewellery and other Articles	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Total	17	6	4	1	1	–	2	–	3	–	1	–	–	–	–	–	–	10

* Three bills of exchange, to the amount of 7,860 *l.*
† A money order for 16 *s.* was subsequently recovered.
§ One application was for 1,032 diamonds, value not stated.

DESCRIPTION of PROPERTY.	10 s. & under.	£. 1. & under.	£. 5. & under.	£. 10. & under.	£. 20. & under.	£. 30. & under.	£. 40. & under.	£. 50. & under.	£. 100. & under.	£. 200. & under.	£. 300. & under.	£. 500. & under.	£. 1,000. & under.	£. 2,000. & under.	£. 3,000. & under.	£. 4,000. & under.	£. 4,000. & upwards.	Value not stated.
TWOPENNY POST OFFICE—*continued.*																		
1837:																		
Quarter ending 31 Dec.:																		
Coin	27	10	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Bank Notes	–	–	3	2	–	1	–	1	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	1	1	–	1	1	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	1	–	2	2	–	1	–	–	–	1	–	–	–	–	–	2
Post-office Money Orders	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
TOTAL	27	10	6	2	3	4	1	2	1	1	–	1	–	–	–	–	–	9
GRAND TOTAL for the Year 1837	67	21	14	4	5	4	3	2	5	1	3	1	–	–	–	–	–	30
1838:																		
Quarter ending 31 March:																		
Coin	42	20	8	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
Bank Notes	–	–	5	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	1	–	1	–	–	–	–	–	–	–	–	2
Jewellery and other Articles	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Not specified	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
TOTAL	44	20	13	4	1	–	1	–	1	–	–	–	–	–	–	–	–	14
Quarter ending 30 June:																		
Coin	21	6	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7
Bank Notes	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	1	–	–	–	–	1	1	1	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
TOTAL	21	6	2	–	1	–	–	1	1	1	–	–	–	–	–	–	–	14
Quarter ending 30 Sept.																		
Coin	16	3	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Jewellery and other Articles	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	16	4	4	–	2	1	–	–	–	–	–	–	–	–	–	–	–	4
Quarter ending 31 Dec.:																		
Coin	13	8	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Bank Notes	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Jewellery and other Articles	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	13	8	3	–	–	1	–	–	–	–	–	–	–	–	–	–	–	5
GRAND TOTAL for the Year 1838	94	38	22	4	4	2	1	1	2	1	–	–	–	–	–	–	–	37
1839:																		
Quarter ending 31 March:																		
Coin	12	7	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Bank Notes	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Not specified	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	12	7	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–	5

DESCRIPTION of PROPERTY.	10 s. & under.	£. 1. & under.	£. 5. & under.	£. 10. & under.	£. 20. & under.	£. 30. & under.	£. 40. & under.	£. 50. & under.	£. 100. & under.	£. 200. & under.	£. 300. & under.	£. 500. & under.	£. 1,000. & under.	£. 2,000 & under.	£. 3,000. & under.	£. 4,000. & under.	£. 4,000. & upwds.	Value not stated.
Twopenny Post Office, London—*continued.*																		
1839: Quarter ending 30 June:																		
Coin	17	3	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
Bank Notes	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–
Total	17	3	3	–	1	–	–	1	–	–	–	–	–	–	–	–	–	6
Quarter ending 30 Sept.:																		
Coin	12	9	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Bank Notes	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	1	2	–	–	–	1	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Total	12	9	4	1	2	–	–	–	1	–	–	–	–	–	–	–	–	7
Quarter ending 31 Dec.:																		
Coin	20	13	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7
Bank Notes	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not Specified	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	20	13	5	1	1	–	–	–	–	–	–	1	–	–	–	–	–	8
Grand Total for the Year 1839	61	32	14	4	4	–	–	1	1	–	–	1	–	–	–	–	–	26
1840: Quarter ending 31 March:																		
Coin	101	56	26	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12
Bank Notes	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	2	–	1	1	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit and Circular Notes & Orders	–	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	1
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Jewellery and other Articles	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Not specified	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	102	58	28	4	–	1	1	–	1	–	–	–	–	–	–	–	–	18
Quarter ending 30 June:																		
Coin	76	37	14	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Bank Notes	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	1	1	–	–	2	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7
Not specified	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total	77	37	16	2	3	1	–	–	2	–	–	–	–	–	–	–	–	13
Quarter ending 30 Sept.:																		
Coin	58	22	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
Bank Notes	–	–	1	3	2	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Bank	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	1	–	1	1	–	–	2	–	–	–	–	–	–	–	–
Post-office Money Orders	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Jewellery and other Articles	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Not specified	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Total	60	22	7	4	2	3	1	–	–	2	–	–	–	–	–	–	–	11

DESCRIPTION of PROPERTY.	10 s. & under.	£. 1. & under.	£. 5. & under.	£. 10. & under.	£. 20. & under.	£. 30. & under.	£. 40. & under.	£. 50. & under.	£. 100. & under.	£. 200. & under.	£. 300. & under.	£. 500. & under.	£. 1,000. & under.	£. 2,000. & under.	£. 3,000. & under.	£. 4,000. & under.	£. 4,000. & upwds.	Value not stated.
TWOPENNY POST OFFICE, LONDON—*continued.*																		
1840:																		
Quarter ending 31 Dec.:																		
Coin	60	30	10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Bank Notes	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	2	–	–	–	–	–	–	–	1	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Not specified	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
TOTAL	61	30	10	2	–	2	–	–	–	–	–	–	–	1	–	–	–	14
GRAND TOTAL for the Year 1840	300	147	61	12	5	7	2	–	3	2	–	–	–	1	–	–	–	56
1841:																		
1 January to 5 January:																		
Coin	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	2	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1
GENERAL POST OFFICE, EDINBURGH:																		
1837:																		
Quarter ending 31 March:																		
Coin	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	2	4	1	2	1	–	1	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	1	2	3	–	–	1	–	–	1	–	–	–	–	–	–
Post-office Money Orders	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
TOTAL (*a*)	1	6	7	2	4	4	–	1	1	–	–	1	–	–	–	–	–	2
Quarter ending 30 June:																		
Coin	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	6	3	4	–	–	1	1	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	1	1	–	1	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	1	–	–	–	–	–	–	–	1	–	–	–	–	–	–	1
Post-office Money Orders	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Not specified	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL (*b*)	1	7	5	6	1	–	2	1	–	–	1	–	–	–	–	–	–	4
Quarter ending 30 Sept.:																		
Coin	2	1	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	2	3	2	1	1	–	–	–	–	1	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	3	–	2	–	1	1	–	–	–	–	1	–	–	–	–
Post-office Money Orders	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Papers	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	3
TOTAL (*c*)	2	3	5	6	1	3	–	1	1	–	1	–	–	1	–	–	–	4
Quarter ending 31 Dec.:																		
Coin	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	1	1	2	–	–	–	–	–	1	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	1
Not specified	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL (*d*)	–	4	1	2	–	1	–	1	–	1	–	–	–	–	–	–	–	1
GRAND TOTAL for the Year 1837	4	20	18	16	6	8	2	4	2	1	2	1	–	1	–	–	–	11

(*a*) Of these cases, seven were applied for by the General Post Office, London, and two by the General Post Office, Dublin.
(*b*) Of these cases, four were applied for by the General Post Office, London, and one by the General Post Office, Dublin.
(*c*) Of these cases, eight were applied for by the General Post Office, London.
(*d*) Of these cases, two were applied for by the General Post Office, London, and one by the General Post Office, Dublin.

DESCRIPTION of PROPERTY.	10s. & under.	£.1. & under.	£.5. & under.	£.10. & under.	£.20. & under.	£.30. & under.	£.40. & under.	£.50. & under.	£.100. & under.	£.200. & under.	£.300. & under.	£.500. & under.	£.1,000. & under.	£.2,000. & under.	£.3,000. & under.	£.4,000. & under.	£.4,000. & upwds.	Value not stated.
GENERAL POST OFFICE, EDINBURGH—*continued.*																		
1838:																		
Quarter ending 31 March:																		
Coin	–	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	3	7	3	2	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	1	–	–	–	–	1	1	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes and Orders	–	1	–	–	1	–	–	1	–	1	1	–	–	–	–	–	–	–
Post-office Money Orders	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	3	4	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1
TOTAL (*a*)	–	9	13	3	4	1	–	1	–	1	2	1	–	–	–	–	–	2
Quarter ending 30 June:																		
Coin	1	1	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	1	3	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes and Orders	–	–	–	–	1	–	–	–	1	–	–	1	1	–	–	–	–	1
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL (*b*)	1	3	5	2	1	–	–	–	1	–	–	1	1	–	–	–	–	2
Quarter ending 30 Sept.:																		
Coin	2	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	2	4	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	1	–	–	–	–	–	1	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes and Orders	–	1	–	1	1	1	–	–	2	–	–	–	–	–	–	–	–	1
Post-office Money Orders	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL (*c*)	2	5	6	3	1	1	–	–	2	1	–	–	–	–	–	–	–	2
Quarter ending 31 Dec.:																		
Coin	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	1	3	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes and Orders	–	–	1	–	3	–	–	–	1	1	–	–	–	–	–	–	–	1
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	–	2	–	1	–	–	–	–	–	–	–	–	–	–	–	–	7
TOTAL (*d*)	–	3	7	1	4	–	–	–	1	1	–	–	–	–	–	–	–	10
GRAND TOTAL for the Year 1838	3	20	31	9	10	2	–	1	4	3	2	2	1	–	–	–	–	16
1839:																		
Quarter ending 31 March:																		
Coin	2	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	1	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes and Orders	–	–	1	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1
Post-office Money Orders	–	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
TOTAL (*e*)	2	5	9	–	–	–	–	1	1	–	–	–	1	–	–	–	–	3

(*a*) Of these cases, seven were applied for by the General Post Office, London, and two by the General Post Office, Dublin.
(*b*) Of these cases, five were applied for by the General Post Office, London.
(*c*) Of these cases, 12 were applied for by the General Post Office, London.
(*d*) Of these cases, 10 were applied for by the General Post Office, London.
(*e*) Of these cases, nine were applied for by the General Post Office, London, and four by the General Post Office, Dublin.

DESCRIPTION of PROPERTY.	10 s. & under.	£. 1. & under.	£. 5. & under.	£. 10. & under.	£. 20. & under.	£. 30. & under.	£. 40. & under.	£. 50. & under.	£. 100. & under.	£. 200. & under.	£. 300. & under.	£. 500. & under.	£. 1,000. & under.	£. 2,000. & under.	£. 3,000. & under.	£. 4,000. & under.	£. 4,000. & upwds.	Value not stated.
GENERAL POST OFFICE, EDINBURGH—*continued.*																		
1839:																		
Quarter ending 30 June:																		
Coin	3	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	2	6	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	1	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	1
Post-office Money Orders	1	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	1	6	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–
TOTAL (*a*)	4	7	15	2	–	–	–	–	2	1	–	–	–	–	–	–	–	7
Quarter ending 30 Sept.:																		
Coin	1	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	7	7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	1	2	1	–	1	–	–	–	–	–	–	–	–	–	–
Post-office Money Orders	–	3	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	1	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
TOTAL (*b*)	1	14	12	1	2	1	–	1	–	–	1	–	–	–	–	–	–	2
Quarter ending 31 Dec.:																		
Coin	1	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	4	4	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	1	1	–	1	1	1	1	–	–	–	–	1	–	–	–	–
Bonds	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Post-office Money Orders	–	4	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Not specified	–	1	4	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1
TOTAL (*c*)	1	13	10	4	1	1	1	1	1	–	–	–	–	1	–	–	–	7
GRAND TOTAL for the Year 1839	8	39	46	7	3	2	1	3	4	1	1	–	1	1	–	–	–	19
1840:																		
Quarter ending 31 March:																		
Coin	10	18	12	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Bank Notes	–	9	6	4	2	–	–	–	1	–	–	–	–	–	–	–	–	1
Drafts or Cheques on Banks	–	–	–	1	–	–	1	–	1	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	1	3	3	3	–	–	1	3	–	–	1	–	–	–	–	–	3
Post-office Money Orders	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
Jewellery & other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Not specified	2	2	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
TOTAL (*d*)	14	31	26	8	5	–	1	1	5	–	–	1	–	–	–	–	–	18
Quarter ending 30 June:																		
Coin	12	23	16	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	6	5	9	2	–	1	–	–	–	–	–	–	–	–	–	–	1
Drafts or Cheques on Banks	–	–	1	1	–	2	–	1	1	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	1	2	–	–	–	1	1	–	–	–	–	–	–	–	–
Post-office Money Orders	–	3	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	9
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Not specified	3	4	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7
TOTAL (*e*)	15	36	30	11	4	2	1	1	2	1	–	–	–	–	–	–	–	24

(*a*) Of these cases, nine were applied for by the General Post Office, London, and two by the General Post Office, Dublin.
(*b*) Of these cases three were applied for by the General Post Office, London, and two by the General Post Office, Dublin.
(*c*) Of these cases, nine were applied for by the General Post Office, London, and five by the General Post Office, Dublin.
(*d*) Of these cases, 36 were applied for by the General Post Office, London, and two by the General Post Office, Dublin.
(*e*) Of these cases, 50 were applied for by the General Post Office, London, and three by the General Post Office, Dublin.

DESCRIPTION of PROPERTY.	10s. & under.	£.1. & under.	£.5. & under.	£.10. & under.	£.20. & under.	£.30. & under.	£.40. & under.	£.50. & under.	£.100. & under.	£.200. & under.	£.300. & under.	£.500. & under.	£.1,000. & under.	£.2,000. & under.	£.3,000. & under.	£.4,000. & under.	£.4,000. & upwds.	Value not stated.
GENERAL POST OFFICE, EDINBURGH—*continued.*																		
1840: Quarter ending 30 Sept.:																		
Coin	10	18	17	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	7	12	2	–	–	–	1	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bills, Letters of Credit, and Circular Notes & Orders	–	–	1	2	3	2	–	–	2	4	–	–	1	1	–	–	–	3
Post-office Money Orders	1	9	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Not specified	1	3	7	–	–	–	–	–	–	–	–	–	–	1	–	–	–	6
TOTAL (*a*)	12	38	43	4	3	2	–	1	2	4	–	–	1	2	–	–	–	22
Quarter ending 31 Dec.:																		
Coin	19	27	11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	4	10	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	–	–	4	1	2	1	1	1	1	1	–	–	–	–	4
Post-office Money Orders	2	2	7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	11
Not specified	–	–	3	1	–	–	–	–	–	–	–	–	–	–	–	–	–	6
TOTAL (*b*)	21	34	33	3	–	4	1	2	1	1	1	1	1	–	–	–	–	27
GRAND TOTAL for the Year 1840	62	139	132	36	12	8	3	5	10	6	1	2	2	2	–	–	–	91
1841: 2 January to 5 January:																		
Coin	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–
Post-office Money Orders	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
TOTAL (*c*)	–	1	1	2	–	–	–	–	1	–	–	–	–	–	–	–	–	2
GENERAL POST OFFICE, DUBLIN:																		
1837: Quarter ending 31 March:																		
Coin	3	7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	19	20	7	3	3	2	1	–	–	–	–	–	–	1	–	–	1
Drafts or Cheques on Banks	–	–	1	–	1	2	1	–	–	1	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	4	6	10	4	1	2	6	1	1	4	–	1	–	–	–	3
Post-office Money Orders	1	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–
Not specified	–	–	2	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	4	28	27	13	15	10	4	3	6	2	1	5	–	1	1	–	–	4
Quarter ending 30 June:																		
Coin	3	6	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	10	25	5	3	1	–	–	2	1	–	–	–	–	–	–	–	3
Drafts or Cheques on Banks	–	–	2	1	1	–	–	–	1	1	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	1	4	6	7	4	1	1	4	4	4	–	–	–	–	–	–	7
Post-office Money Orders	–	3	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	3	20	37	12	11	5	1	1	7	6	4	–	–	–	–	–	–	15

(*a*) Of these cases, 53 were applied for by the General Post Office, London, and 16 by the General Post Office, Dublin.
(*b*) Of these cases, 54 were applied for by the General Post Office, London, and 10 by the General Post Office, Dublin.
(*c*) Of these cases, two were applied for by the General Post Office, London.

DESCRIPTION of PROPERTY.	10s. & under.	£.1. & under.	£.5. & under.	£.10. & under.	£.20. & under.	£.30. & under.	£.40. & under.	£.50. & under.	£.100. & under.	£.200. & under.	£.300. & under.	£.500. & under.	£.1,000. & under.	£.2,000. & under.	£.3,000 & under.	£.4,000. & under.	£.4,000 & upwds.	Value not stated.
GENERAL POST OFFICE, DUBLIN—*continued.*																		
1837: Quarter ending 30 Sept.:																		
Coin	1	7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	24	19	2	9	–	1	–	–	1	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	1	–	–	–	–	–	1	–	1	–	–	–	–	2
Bills, Letters of Credit, and Circular Notes & Orders	–	2	3	5	4	3	3	3	6	–	–	1	–	–	–	–	–	3
Post-office Money Orders	–	6	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	–	9	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	1	39	33	7	15	3	4	3	6	1	1	1	1	–	–	–	–	8
Quarter ending 31 Dec.:																		
Coin	9	3	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Bank Notes	–	19	28	9	3	2	2	4	–	1	–	1	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	7	7	3	2	2	5	8	2	1	–	3	–	–	–	–	2
Post-office Money Orders	–	3	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Not specified	–	4	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	9	29	40	19	6	4	4	9	8	3	1	1	3	–	–	–	–	7
GRAND TOTAL for the Year 1837	17	116	137	51	47	22	13	16	27	12	7	7	4	1	1	–	–	34
1838: Quarter ending 31 Mar.:																		
Coin	9	5	3	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	24	36	13	2	2	–	–	6	–	–	–	–	–	–	–	–	1
Drafts or Cheques on Banks	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	1	4	6	7	6	2	–	5	4	2	–	1	–	–	–	–	11
Post-office Money Orders	3	5	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	4	5	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	12	39	50	20	10	8	2	–	12	4	2	–	1	–	–	–	–	14
Quarter ending 30 June:																		
Coin	2	6	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	22	13	9	2	–	3	2	–	–	–	–	–	–	–	–	–	2
Drafts or Cheques on Banks	–	–	1	1	1	–	–	–	1	–	–	1	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	2	1	6	6	5	1	1	3	–	2	1	–	–	–	–	–	6
Post-office Money Orders	2	2	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Jewellery	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	3	8	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	4	35	27	17	9	5	4	3	4	–	2	2	–	–	–	–	–	11
Quarter ending 30 Sept.:																		
Coin	7	14	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	17	24	3	2	1	–	–	2	–	–	–	–	–	–	–	–	2
Drafts or Cheques on Banks	–	–	–	1	1	1	2	–	–	–	–	–	–	–	–	–	–	1
Bills, Letters of Credit, and Circular Notes & Orders	–	2	4	2	4	–	1	4	7	2	1	1	1	–	–	–	–	2
Post-office Money Orders	2	4	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Papers	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Not specified	–	6	8	–	2	–	–	–	1	–	–	–	–	–	–	–	–	–
TOTAL	9	43	43	7	9	2	3	4	10	2	1	1	1	–	–	–	–	7

DESCRIPTION of PROPERTY.	10 s. & under.	£. 1. & under.	£. 5. & under.	£. 10. & under.	£. 20. & under.	£. 30. & under.	£. 40. & under.	£. 50. & under.	£. 100. & under.	£. 200. & under.	£. 300. & under.	£. 500. & under.	£. 1,000. & under.	£. 2,000. & under.	£. 3,000. & under.	£. 4,000. & under.	£. 1,000. & upwds.	Value not stated.
GENERAL POST OFFICE, DUBLIN—*continued.*																		
1838: Quarter ending 31 Dec.:																		
Coin	–	2	4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
Bank Notes	–	8	18	2	4	–	–	2	–	–	–	–	–	–	–	–	–	10
Drafts or Cheques on Banks	–	1	1	–	1	–	–	–	–	1	–	–	–	–	–	–	–	8
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	4	4	1	2	1	5	2	1	1	1	–	–	–	–	16
Post-office Money Orders	–	2	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	4	4	–	–	–	–	–	1	–	–	–	–	–	–	–	–	4
TOTAL	–	17	30	6	9	1	2	3	6	3	1	1	1	–	–	–	–	51
GRAND TOTAL for the Year 1838	25	134	150	50	37	16	11	10	32	9	6	4	3	–	–	–	–	83
1839: Quarter ending 31 March:																		
Coin	2	4	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Bank Notes	–	17	19	7	4	2	–	–	–	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	–	–	–	3	–	–	–	–	2	2	–	–	–	–	–	–	2
Bills, Letters of Credit, and Circular Notes & Orders	–	–	3	3	8	2	4	2	5	2	1	1	–	–	–	–	–	6
Post-office Money Orders	2	13	10	1	–	–	–	–	–	–	–	–	–	–	–	–	–	3
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	3	7	1	–	–	–	–	–	–	1	–	–	–	–	–	–	–
TOTAL	4	37	42	12	15	4	4	2	5	4	4	1	–	–	–	–	–	12
Quarter ending 30 June:																		
Coin	2	2	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	14	28	2	1	1	–	1	1	–	–	–	–	–	–	–	–	4
Drafts or Cheques on Banks	–	1	–	3	2	2	1	2	1	1	–	–	–	–	–	–	–	3
Bills, Letters of Credit, and Circular Notes & Orders	–	1	2	2	3	4	1	2	5	3	–	1	–	–	–	–	–	3
Post-office Money Orders	6	14	11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4
Papers	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Not specified	1	2	2	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–
TOTAL	9	34	46	8	7	7	2	5	8	4	–	1	–	–	–	–	–	16
Quarter ending 30 Sept.:																		
Coin	3	5	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	7	20	8	2	–	–	–	1	1	–	–	–	–	–	–	–	2
Drafts or Cheques on Banks	–	–	2	1	3	2	3	1	2	1	1	–	–	–	–	–	–	2
Bills, Letters of Credit, and Circular Notes & Orders	–	–	–	1	–	1	1	–	2	–	–	1	–	–	–	–	–	2
Post-office Money Orders	9	17	14	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Not specified	1	1	4	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	13	30	41	12	5	3	4	1	5	2	1	1	–	–	–	–	–	8
Quarter ending 31 Dec.:																		
Coin	2	2	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Bank Notes	–	10	16	3	5	1	2	–	1	–	–	–	–	–	–	–	–	–
Drafts or Cheques on Banks	–	1	1	1	1	6	1	2	2	2	–	–	1	–	–	–	–	3
Bills, Letters of Credit, and Circular Notes & Orders	–	2	2	2	4	3	6	–	4	3	–	–	–	–	–	–	–	5
Post-office Money Orders	4	20	19	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	–	6	8	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	6	41	47	8	10	10	9	2	7	5	–	–	1	–	–	–	–	13
GRAND TOTAL for the Year 1839	32	142	176	40	37	24	19	10	25	15	5	3	1	–	–	–	–	49

DESCRIPTION of PROPERTY.	10s. & under.	£.1. & under.	£.5. & under.	£.10. & under.	£.20. & under.	£.30. & under.	£.50. & under.	£.100. & under.	£.200. & under.	£.300. & under.	£.500. & under.	£.1,000. & under.	£.2,000. & under.	£.3,000. & under.	£.4,000. & under.	£.4,000. & upwds.	Value not stated.
GENERAL POST OFFICE, DUBLIN—*continued.*																	
1840: Quarter ending 31 March:																	
Coin	20	9	5	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	38	37	7	10	3	1	3	3	3	1	–	–	–	–	–	4
Drafts or Cheques on Banks	–	–	–	1	1	1	–	2	1	–	–	–	–	–	–	–	1
Bills, Letters of Credit, and Circular Notes & Orders	1	–	6	6	8	6	5	2	4	2	1	1	–	–	–	–	9
Post-office Money Orders	10	32	23	1	–	–	–	–	–	–	–	–	–	–	–	–	8
Papers	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Not specified	3	2	30	3	5	–	–	–	2	–	–	–	–	–	–	–	–
TOTAL	34	81	101	19	24	10	6	7	10	5	2	1	–	–	–	–	24
Quarter ending 30 June:																	
Coin	45	34	14	1	1	–	–	–	–	–	–	–	–	–	–	–	8
Bank Notes	–	50	41	9	13	4	1	1	4	–	1	–	–	–	–	–	6
Drafts or Cheques on Banks	–	–	3	1	–	–	2	1	–	1	1	–	–	–	–	–	1
Bills, Letters of Credit, and Circular Notes & Orders	–	2	6	6	5	8	4	5	6	10	1	1	–	–	–	–	18
Post-office Money Orders	15	38	17	–	–	–	–	–	–	–	–	–	–	–	–	–	10
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Not specified	3	5	23	3	5	2	–	–	1	–	–	–	–	–	–	–	–
TOTAL	63	129	104	20	24	14	7	7	11	11	3	1	–	–	–	–	48
Quarter ending 30 Sept.:																	
Coin	47	35	20	1	–	–	–	–	–	–	–	–	–	–	–	–	9
Bank Notes	–	37	30	9	11	3	1	2	1	2	–	–	–	–	–	–	1
Drafts or Cheques on Banks	–	–	2	1	–	–	–	–	–	2	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	4	10	8	13	4	6	3	6	–	–	2	–	–	–	15
Post-office Money Orders	34	59	29	3	–	–	–	–	–	–	–	–	–	–	–	–	7
Papers	–	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	1
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Not specified	6	6	20	5	2	1	–	–	1	1	–	–	–	–	–	–	–
TOTAL	87	137	105	30	21	17	5	8	6	11	–	–	2	–	–	–	38
Quarter ending 31 Dec.:																	
Coin	40	30	26	–	–	–	–	–	–	–	–	1	–	–	–	–	14
Bank Notes	–	40	41	22	11	9	3	2	7	–	–	2	–	–	–	–	8
Drafts or Cheques on Banks	–	–	–	–	–	–	1	–	–	–	–	–	1	–	–	–	1
Bills, Letters of Credit, and Circular Notes & Orders	–	–	3	8	7	3	6	4	7	4	–	1	1	–	–	–	20
Post-office Money Orders	20	40	33	1	1	–	–	–	–	–	–	–	–	–	–	–	3
Papers	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5
Jewellery and other Articles	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	13
Not specified	2	3	21	3	5	2	–	1	–	–	–	–	–	–	–	–	–
TOTAL	62	113	124	34	24	14	10	7	14	4	–	3	2	–	–	–	64
GRAND TOTAL for the Year 1840	246	460	434	103	93	55	28	29	41	31	5	5	4	–	–	–	174
1841: 1 January to 5 January:																	
Coin	2	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	1
Bank Notes	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	1
Drafts or Cheques on Banks	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–
Bills, Letters of Credit, and Circular Notes & Orders	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Post-office Money Orders	3	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2
Not specified	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL	6	7	5	1	1	–	–	–	–	–	–	–	–	–	–	–	6

(3.)—ABSTRACT ACCOUNT showing the Total Amount of Coin and Bank Notes contained in Letters applied for through the General Post-Offices of *London*, *Edinburgh*, and *Dublin*, as Undelivered, in each Quarter from 5 January 1837 to 5 January 1841, respectively.

GENERAL POST-OFFICE, LONDON.

	Coin.	Bank Notes. (a)
1837:	£. s. d.	£. s. d.
Quarter ending 31 March	48 2 6	1,492 – –
— 30 June -	45 1 – ¾	2,434 – –
— 30 Sept. -	64 3 6	1,254 – –
— 31 Dec. -	33 11 –	1,951 19 3
Total - -	190 18 – ¾	7,131 19 3
1838:		
Quarter ending 31 March	75 12 –	2,884 – 5
— 30 June -	64 4 4	1,509 – –
— 30 Sept.	88 7 –	1,550 8 8
— 31 Dec. -	86 4 10	1,567 10 –
Total - -	314 8 2	7,510 19 1
1839:		
Quarter ending 31 March	123 6 6	4,865 4 1
— 30 June -	106 18 4	1,407 10 –
— 30 Sept.	123 16 10	1,710 2 6
— 31 Dec. -	121 9 4	1,901 – 9
Total - -	475 11 –	9,883 17 4
1840:		
Quarter ending 31 March	1,478 14 3 ½	6,667 17 –
— 30 June -	1,772 1 8	9,404 8 5
— 30 Sept.	2,076 18 7 ¼	12,813 18 10
— 31 Dec. -	1,571 10 7	15,435 10 10
Total - -	6,899 5 1 ¾	44,321 15 1
1841:		
1 January to 4 January -	41 5 10	349 19 –
Total for the Four Years ending 5 Jan. 1841 -	7,921 8 2 ½	68,198 9 9
Total of Coin and Bank Notes - -	£. 76,119 17 11 ½	

TWOPENNY POST-OFFICE, LONDON.

1837:		
Quarter ending 31 March	12 8 6	20 – –
— 30 June -	8 3 6	10 – –
— 30 Sept.	10 9 –	30 – –
— 31 Dec. -	23 10 –	115 – –
Total - -	54 11 –	175 – –
1838:		
Quarter ending 31 March	54 19 2	55 – –
— 30 June -	17 10 –	10 – –
— 30 Sept.	16 9 6	5 – –
— 31 Dec. -	15 4 3	5 – –
Total - -	104 2 11	75 – –
1839:		
Quarter ending 31 March	14 5 –	10 – –
— 30 June -	14 1 –	5 – –
— 30 Sept.	16 16 – ¼	10 – –
— 31 Dec. -	29 19 10	15 – –
Total - -	75 1 10 ¼	40 – –
1840:		
Quarter ending 31 March	137 1 8 ½	10 – –
— 30 June -	94 6 –	30 – –
— 30 Sept.	57 15 7	60 – –
— 31 Dec. -	64 19 2	15 – –
Total - -	352 2 5 ½	110 – –
1841:		
2 January to 5 January -	2 14 –	5 – –
Total for the Four Years ending 5 Jan. 1841 -	588 12 2 ¾	405 – –
Total of Coin and Bank Notes - -	£. 993 12 2 ¾	

GENERAL POST-OFFICE, EDINBURGH.

1837:		
Quarter ending 31 March	1 – 6	125 – –
— 30 June -	– 10 –	146 – –
— 31 Sept.	7 2 6	272 – –
— 31 Dec. -	5 – –	71 – –
Total (b) - -	13 13 –	614 – –
1838:		
Quarter ending 31 March	2 10 –	108 – –
— 30 June -	4 15 –	33 – –
— 30 Sept.	3 – –	28 – –
— 31 Dec. -	2 – 4	26 – –
Total (c) - -	12 5 4	195 – –

(a) Bank notes are, in some cases, intermixed with coin, drafts, or cheques, bills, letters of credit, promissory notes, and money orders.

(b) Of these sums, 7 *l.* in coin, and 246 *l.* in bank notes, was applied for by the General Post-Office, London.

(c) Of these sums, 12 *l.* 0 *s.* 4 *d.* in coin, and 164 *l.* in bank notes, was applied for by the General Post-Office, London, and 1 *l.* in bank notes by the General Post-Office, Dublin.

GENERAL POST OFFICE, EDINBURGH—*continued.*

	COIN.	BANK NOTES.
1839:	£. s. d.	£. s. d.
Quarter ending 31 March	5 1 6	20 – –
— 30 June -	4 3 4	36 – –
— 30 Sept.	3 10 –	39 – –
— 31 Dec. -	3 10 –	59 – –
TOTAL (*a*) - -	16 4 10	154 – –

	COIN.	BANK NOTES.
1840:	£. s. d.	£. s. d.
Quarter ending 30 March	57 11 –	170 5 –
— 30 June -	63 8 4	174 – –
— 30 Sept.	60 1 6	120 5 –
— 31 Dec. -	61 18 6	61 – –
TOTAL (*b*) - -	242 19 4	525 10 –
1841:		
Jan. 2 to Jan. 5 (*c*) -	1 – –	10 – –
TOTAL for the four Years ending 5 Jan. 1841 -	286 2 6	1,498 10 –
TOTAL of Coin and Bank Notes - - -	£. 1,784 12 6	

GENERAL POST-OFFICE, DUBLIN.

1837:		
Quarter ending 31 March	8 10 –	3,206 – –
— 30 June -	10 10 4½	462 10 –
— 30 Sept.	7 2 6	376 9 6
— 31 Dec. -	12 12 –	1,152 14 7
TOTAL - -	38 14 10½	5,197 14 1
1838:		
Quarter ending 31 March	20 10 –	720 12 6
— 30 June -	11 12 6	756 12 8
— 30 Sept.	20 15 –	302 – 8
— 31 Dec. -	11 10 –	263 9 10
TOTAL - -	64 7 6	2,042 15 8

1839:		
Quarter ending 31 March	10 15 –	253 – –
— 30 June -	10 10 –	294 15 6
— 30 Sept.	8 – –	401 10 –
— 31 Dec. -	4 10 –	364 15 –
TOTAL - -	33 15 -	1,314 – 6
1840:		
Quarter ending 31 March	27 5 –	1,785 14 1½
— 30 June -	99 18 6	1,174 17 6
— 30 Sept.	96 4 10	1,343 1 1
— 31 Dec. -	106 – 6	2,698 12 3
TOTAL - -	329 8 10	7,002 4 11½
1841:		
January 1 to January 5 inclusive - - -	5 10 –	10 3 –
TOTAL for the four Years ending 5 Jan. 1841 -	471 16 2½	15,566 17 3
TOTAL of Coin and Bank Notes - - -	£. 16,038 13 5½	

(*a*) Of these sums, 8*l.* in coin and 15*l.* in bank notes was applied for by the General Post-Office, London, and 10*s.* in coin and 1*l.* in bank notes by the General Post-Office, Dublin.

(*b*) Of these sums, 143*l.* 10*s.* in coin and 240*l.* in bank notes was applied for by the General Post-Office, London, and 6*l.* in coin and 3*l.* 5*s.* in bank notes by the General Post-Office, Dublin.

(*c*) Of this sum, 1*l.* in coin was applied for by the General Post-Office, London.

TOTAL FOR THE FOUR YEARS ENDING 5 JANUARY 1841.

	COIN.	BANK NOTES.
	£. s. d.	£. s. d.
GENERAL POST-OFFICE, LONDON - - - - -	7,921 8 2½	68,198 9 9
TWOPENNY POST-OFFICE, LONDON - - - -	588 12 2¾	405 – –
GENERAL POST-OFFICE, EDINBURGH - - - -	286 2 6	1,498 10 –
GENERAL POST-OFFICE, DUBLIN - - - - -	471 16 2½	15,566 17 3
GRAND TOTAL for the Four Years ending 5 Jan. 1841 - £.	9,267 19 1¾	85,668 17 –
TOTAL of Coin and Bank Notes - - - -	£. 94,936 16 1¾	

— 2. —

RETURN of the NUMBER of PERSONS DISMISSED or REMOVED, and the Situations from which they may have been Dismissed or Removed, in the Post-Office Department, under the Allegation of having PURLOINED or SECRETED LETTERS, franked or unfranked, containing Money, Bills, Bank Notes, or other Property belonging to Private Individuals, with the Amount in each instance, and stating if the First Offence was visited with Removal, or if repeated previous thereto, during the Four Years ended 5 January 1841.

No.	SITUATION.	Amount (where it can be stated). £.	s.	d.	Whether First Offence was visited with Dismissal, or if repeated previous thereto.
	ENGLAND AND WALES:				
1	Clerk	50	–	–	
2	Letter-carrier	–	10	6	
3	Clerk	100	–	–	
4	Postmaster's son	42	–	–	
5	Letter-carrier	6	19	11	
6	Clerk	–		–	
7	Letter-carrier	4	10	–	
8	Letter-carrier	–		–	
9	Letter-carrier	–		–	
10	Porter	–		–	
11	Postmaster's servant	–		–	
12	Clerk	–		–	
13	Clerk	124	3	–	
14	Letter-carrier	–		–	
15	Receiver's servant	2	10	–	
16	Letter-carrier	–		–	
17	Mail-cart driver	–		–	
18	Letter-carrier	–		–	
19	Clerk	–		–	
20	Clerk	–		–	
21	Letter-carrier	5	–	–	
22	Charge-taker	–		–	
23	Letter-carrier	5	–	–	
24	Receiver	–		–	
25	Letter-carrier	5	–	–	
26	Clerk	10	–	–	
27	Receiver's servant	–		–	
28	Receiver's servant	–		–	
29	Receiver's servant	30	–	–	First offence.
30	Letter-carrier	–		–	
31	Postmaster's assistant	5	–	–	
32	Clerk	1	10	–	
33	Letter-carrier	–		–	
34	Post-messenger	–		–	
35	Receiver's servant	1	–	–	
36	Letter-carrier	50	–	–	
37	Clerk	115	–	–	
38	Letter-carrier	–		–	
39	Assistant in country office	–		–	
40	Letter-carrier	–		–	
41	Letter-carrier	–		–	
42	Letter-carrier	–		–	
43	Clerk	122	10	–	
44	Letter-carrier	–		–	
45	Letter-carrier	1	–	–	
46	Letter-carrier	–		–	
47	Clerk	–		–	
48	Letter-carrier	–		–	
49	Letter-carrier	–		–	
50	Letter-carrier	1	10	–	
51	Letter-carrier	–		–	
52	Clerk	18	1	–	
53	Letter-carrier	270	–	–	
54	Letter-carrier	–		–	
55	Letter-carrier	–		–	
56	Letter-carrier	–		–	
57	Letter-carrier	–		–	
58	Assistant in country office	–		–	
59	Letter-carrier	1	–	–	
60	Clerk	45	–	–	
61	Clerk	–		–	
62	Letter carrier	–		–	
63	Letter-carrier	–		–	
64	Letter-carrier	–	10	–	
65	Receiver's servant	–		–	
66	Letter-carrier	40	–	–	
67	Clerk	–		–	First offence.
68	Receiver's servant	–		–	
69	Post-messenger	–		–	
70	Letter-carrier	5	–	–	
71	Mail-cart driver	–		–	
72	Letter-carrier	–	10	–	
73	Receiver's servant	10	–	–	
74	Mail-cart driver	–	10	–	
	SCOTLAND:				
75	Letter-carrier	2	–	–	
76	Clerk	–		–	
77	Clerk	–		–	
78	Clerk	–		–	
79	Clerk	–		–	
80	Clerk	–		–	
81	Clerk	–		–	
82	Post-runner	–		–	
83	Letter-carrier	4	–	–	
84	Letter-carrier	3	–	–	First offence.
85	Post-runner	1	–	–	
86	Post-runner	–		–	
87	Bag-collector	–		–	
88	Clerk	–		–	
89	Clerk	7	–	–	
90	Letter-carrier	–		–	
91	Clerk	1	1	–	
92	Clerk	–		–	
93	Postmaster	1	–	–	
	IRELAND:				
94	Post-runner	4	1	9	
95	Postmaster	–		–	
96	Letter-carrier	12	–	–	
97	Postmaster	–		–	
98	Clerk	1	–	–	
99	Letter-carrier	90	–	–	
100	Letter-carrier	–		–	
101	Post-runner	–	5	6	
102	Postmaster	–		–	First offence.
103	Letter-carrier	–		–	
104	Receiver	–		–	
105	Postmaster	40	–	–	
106	Postmaster	50	–	–	
107	Letter-carrier	–	10	–	
108	Post-runner	41	8	7	
109	Clerk	125	–	–	
110	Letter-carrier	–		–	

General Post Office,
16 April 1842.

W. L. Maberly, Secretary.

— 3. —

RETURN of PERSONS who have actually DEFRAUDED the REVENUE DEPARTMENT of the POST OFFICE, and been dismissed therefrom; stating if the First Offence was visited with Dismissal or Removal, or if repeated previous thereto, during the Four Years ended 5 January 1841.

No.	SITUATION.	AMOUNT (where it can be stated). £. s. d.	Whether First Offence was visited with Dismissal, or if repeated previous thereto.
	ENGLAND AND WALES:		
1	Letter-carrier	– 2 –	
2	Letter-carrier	– 10 –	
3	Letter-carrier	– 10 –	
4	Letter-carrier	9 – –	
5	Deputy postmaster	– – –	
6	Inspector of letter-carriers	– – –	
7	Clerk	– – –	
8	Letter-carrier	– – 8	
9	Post messenger	– – –	First offence.
10	Post messenger	– – –	
11	Clerk	– – –	
12	Inspector of letter-carriers	– – –	
13	Receiver's servant	– – –	
14	Letter-carrier	– 1 –	
15	Clerk	– – –	
16	Receiver's servant	14 – –	
17	Labourer	– – –	
	SCOTLAND:		
18	Clerk	– – –	
19	Clerk	– – –	First offence.
20	Postmaster	– – –	
21	Postmaster	– – –	
	IRELAND:		
22	Postmaster	– 6 –	
23	Letter-carrier	– – –	
24	Letter-carrier	– – 1	
25	Postmaster	40 – –	First offence.
26	Letter-carrier	– – 6	
27	Letter-carrier	– – 4	
28	Postmaster	1 1 –	

General Post Office,
16 April 1842.

W. L. Maberly, Secretary.

POST OFFICE.

ABSTRACT RETURNS of Letters containing Money or other Property Secreted or Purloined by any Person in the Employ of the Post Office; and of such Letters demanded by Private Parties as Undelivered; also, Return of Persons Dismissed from the Post Office.

(Mr. Wallace.)

Ordered, by The House of Commons, *to be Printed,*
21 *April* 1842.

197.

Under 3 oz.

POST OFFICE.

RETURNS to an ORDER of the Honourable The House of Commons, dated 1 June 1842;—*for*,

— 1. —

A RETURN of the Number of CHARGEABLE LETTERS which have passed through the *London* General Post (Inwards and Outwards), since the first General Reduction of Postage on the 5th day of December 1839, dividing the Time (as far as practicable) into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also, of the Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner.

— 2. —

A RETURN of the Number of LETTERS which have passed through the *London* District Post (exclusive of all General Post Letters), for the same Periods, and distinguished in the same manner as the last Return.

— 3. —

A COMPARATIVE STATEMENT of the Number of LETTERS (including Franks, during the existence of the Franking Privilege) delivered in the *United Kingdom* in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time.

— 4. —

AN ACCOUNT showing the Gross and Net POST OFFICE REVENUE, and the Cost of Management for the *United Kingdom*, for each of the Years ending the 5th day of January 1839, 1840, 1841, and 1842, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the *English* to the *Irish* Post Office, and Advances to the Money Order Office.

— 5. —

AN ACCOUNT showing, as nearly as it can be given, the Gross Amount of POSTAGE REVENUE for *England* and *Wales* (exclusive of Returns for Refused Letters, &c.), for the Month ending the 5th day of January 1840 (during which the Fourpenny Rate was established); and also for the Month ending the 5th day of January 1842.

— 6. —

AN ACCOUNT of the PAYMENTS by the POST OFFICE made during each of the Years ending the 5th day of January 1839, 1840, 1841, and 1842, for the Conveyance of the MAILS by RAILWAY in *Great Britain*; distinguishing, in each Instance, the Payments for Work done within the Year from Payments for Work done in previous Years.

— 7. —

A RETURN of the Number and Amount of MONEY ORDERS Issued and Paid in *England* and *Wales*, during each Quarter, from the Quarter ending the 5th day of April 1839 to that ending the 5th day of January 1842 inclusive.

— 8. —

SIMILAR RETURN as regards MONEY ORDERS Issued and Paid in *London*.

(Sir George Clerk.)

Ordered, by The House of Commons, *to be Printed*,
3 *June* 1842.

LONDON GENERAL POST.

RETURN of the NUMBER of CHARGEABLE LETTERS which have passed through the LONDON GENERAL POST (Inwards and Outwards) since the first General Reduction of Postage on the 5th December 1839, dividing the Time, as far as practicable, into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also, a Return of the Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner.

1840.					1841.					1842.				
Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped	TOTAL.
4 January -	1,596,434	505,847	- -	2,102,281	2 January -	333,433	1,974,684	2,047,120	4,355,237	1 January -	411,335	2,188,697	2,607,265	5,207,297
1 February -	787,139	2,217,127	- -	3,004,266	30 January -	370,080	2,204,919	2,108,074	4,683,073	29 January -	351,134	2,166,960	2,760,757	5,278,851
29 February -	462,647	2,875,427	- -	3,338,074	27 February -	406,173	2,349,958	2,275,321	5,031,452	26 February -	405,213	2,185,945	2,933,870	5,525,028
28 March -	386,150	2,986,517	- -	3,372,667	27 March -	435,388	2,249,080	2,375,659	5,060,127	26 March -	381,458	2,118,809	2,810,911	5,311,178
25 April - -	423,930	2,980,970	- -	3,404,900	24 April -	449,338	2,191,941	2,325,650	4,966,929	23 April -	447,620	2,153,979	2,867,074	5,468,673
23 May - -	410,399	2,630,895	419,984	3,461,278	23 May -	464,697	2,284,045	2,487,459	5,236,201	21 May -	428,056	2,142,229	2,888,187	5,458,472
20 June - -	367,831	2,354,932	942,430	3,665,193	19 June -	485,986	2,340,379	2,516,304	5,342,669					
18 July - -	337,176	2,288,040	1,188,229	3,813,445	17 July -	484,987	2,461,049	2,565,987	5,512,023					
15 August -	351,234	2,181,296	1,439,334	3,971,864	14 August -	466,264	2,448,165	2,562,905	5,477,334					
12 September -	291,973	2,229,952	1,535,137	4,057,062	11 September	479,709	2,450,026	2,644,269	5,574,004					
10 October -	308,686	2,201,756	1,671,736	4,182,178	9 October -	468,896	2,449,606	2,722,109	5,640,611					
7 November -	267,743	2,119,278	1,910,581	4,297,602	6 November	411,269	2,266,492	2,762,572	5,440,333					
5 December -	296,285	2,096,097	1,992,219	4,384,601	4 December	405,840	2,290,108	2,802,938	5,498,886					

	Unpaid.	Paid.	TOTAL.	
1839. Estimated Average for Four Weeks - - - - - - -	1,358,651	263,496	1,622,147	The Fourpenny Rate came into operation on 5th December 1839; the Penny Rate, 10th January 1840; Stamps, 6th May 1840.

W. Bokenham, Superintending President.

LONDON DISTRICT POST.

RETURN of the Number of Letters which have passed through the London District Post (exclusive of all General Post Letters), since the first General Reduction of Postage on the 5th December 1839, dividing the Time, as far as practicable, into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also a Return of the estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner.

1840.					1841.					1842.				
Four Weeks, ending	Unpaid.	Paid.	Stamped.	Total.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	Total.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	Total.
4 January -	477,273	825,282	- -	1,302,555	2 January -	140,328	810,052	619,166	1,569,546	1 January -	110,452	786,545	868,739	1,765,736
1 February -	331,589	1,207,985	- -	1,539,574	30 January -	157,242	926,264	752,134	1,835,640	29 January -	118,101	820,835	980,694	1,919,630
29 February -	312,757	1,312,379	- -	1,625,136	27 February -	207,265	884,822	771,041	1,863,128	26 February -	178,969	801,863	982,782	1,963,614
28 March -	214,863	1,308,100	- -	1,522,963	27 March -	142,766	833,849	789,543	1,766,158	26 March -	109,447	751,598	915,988	1,777,033
25 April -	202,390	1,368,100	- -	1,570,490	24 April -	138,618	821,807	777,210	1,737,635	23 April -	107,819	763,339	948,116	1,819,274
23 May - -	197,922	1,198,613	285,079	1,681,614	22 May -	144,176	851,413	855,487	1,851,076	21 May -	109,883	808,507	986,020	1,904,410
20 June - -	182,914	1,001,088	518,342	1,702,344	19 June -	140,299	906,252	837,724	1,884,275					
18 July - -	175,927	920,157	565,145	1,661,229	17 July -	137,209	884,136	877,986	1,899,331					
15 August -	159,153	814,873	536,197	1,510,223	14 August -	121,332	790,755	736,542	1,648,629					
12 September -	152,441	752,423	458,658	1,363,522	11 September	117,857	734,082	683,104	1,535,043					
10 October -	151,106	790,919	501,069	1,443,094	9 October -	119,507	763,377	719,990	1,602,874					
7 November -	150,429	830,235	577,598	1,558,262	6 November	120,883	755,947	793,686	1,670,516					
5 December -	148,362	812,559	596,997	1,557,918	4 December	119,255	799,786	840,477	1,759,518					

	Unpaid.	Paid.	Total.	
1839. Estimated Average for Four Weeks - - - - - - -	800,573	220,813	1,021,386	The Penny Rate came into operation, as respects this post, on 5th December 1839; Stamps, 6th May 1840.

R. Smith, Superintending President.

— 3. —

UNITED KINGDOM.

A COMPARATIVE STATEMENT of the NUMBER of LETTERS (including Franks, during the Existence of the Franking Privilege,) delivered in the *United Kingdom* in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time.

WEEKS ending	ENGLAND AND WALES.				TOTAL IRELAND.	TOTAL SCOTLAND.	TOTAL UNITED KINGDOM.
	Country Offices.	London, Inland, Foreign, and Ship.	London District Post.	TOTAL ENGLAND and WALES.			
1839:							
24 November	764,938	229,292	258,747	1,252,977	179,931	153,065	1,585,973
22 December	963,616	279,457	340,693	1,583,766	225,889	199,032	2,008,687
1840:							
January -	not ascertained.	—	—	—	—	—	—
23 February	1,658,002	431,298	406,476	2,495,776	349,928	353,933	3,199,637
22 March -	1,607,431	416,887	386,689	2,411,007	321,163	337,326	3,069,496
26 April* -	1,505,609	410,270	390,989	2,306,868	328,074	319,924	2,954,866
24 May -	1,588,809	449,333	418,926	2,457,068	338,407	342,560	3,138,035
21 June -	1,629,123	454,376	441,848	2,525,347	343,761	352,098	3,221,206
19 July -	1,674,410	452,448	400,753	2,527,611	338,495	356,817	3,222,923
23 August -	1,746,257	461,689	343,347	2,551,293	345,831	369,436	3,266,560
20 September	1,811,213	450,871	340,232	2,602,316	350,318	366,419	3,319,053
25 October -	1,821,711	472,802	387,848	2,682,361	369,297	366,121	3,417,779
22 November	1,805,325	492,574	387,282	2,685,181	385,672	385,262	3,456,115
20 December	1,782,579	491,264	405,153	2,678,996	381,306	375,024	3,435,326
1841:							
24 January -	1,929,661	519,625	467,940	2,917,226	386,555	380,242	3,684,023
21 February†	2,133,197	547,621	504,147	3,184,965	460,380	444,819	4,090,164
21 March -	1,950,501	531,960	447,766	2,930,227	389,877	401,351	3,721,455
25 April -	1,899,485	511,064	454,601	2,865,150	389,989	389,568	3,644,707
23 May -	1,908,188	546,170	452,864	2,907,222	391,332	400,581	3,699,135
20 June -	1,911,452	540,099	506,911	2,958,462	396,374	418,300	3,773,136
25 July -	2,001,546	532,290	437,471	2,961,307	383,549	401,152	3,746,008
22 August -	1,994,305	531,773	384,506	2,910,584	377,141	410,224	3,697,949
19 September	1,999,372	532,075	378,244	2,909,691	389,696	396,233	3,695,620
24 October -	2,041,335	551,711	404,271	2,997,317	404,689	407,118	3,809,124
21 November	2,029,370	564,481	435,602	3,029,453	403,421	413,248	3,846,122
19 December	2,062,129	554,990	458,459	3,075,578	425,681	437,496	3,938,755
1842:							
23 January -	2,165,323	567,636	481,206	3,214,165	421,273	423,245	4,058,683
20 February†	2,385,607	581,571	522,634	3,489,812	486,909	471,763	4,448,484
20 March -	2,100,176	560,433	448,195	3,108,804	403,714	451,768	3,964,286
24 April -	2,061,679	579,332	455,279	3,096,290	428,782	404,441	3,929,513

* Easter week. † Week of the valentines.

General Post Office, 21 May 1842.

W. L. Maberly, Secretary.

— 4. —

AN ACCOUNT showing the GROSS and NET POST OFFICE REVENUE, and the COST of MANAGEMENT for the *United Kingdom*, for each of the Years ending 5 January 1839, 1840, 1841, and 1842, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the *English* to the *Irish* Post Office, and Advances to the Money Order Office.

YEAR ending	Gross Revenue*.	Cost of Management†.	Net Revenue.	Postage charged on the Government Departments.	Net Revenue, exclusive of Charges on the Government Departments.
5 January:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1839 - -	2,346,278 – 9½	686,768 3 6¾	1,659,509 17 2¾	45,156 – 11	1,614,353 16 3¾
1840 ‡ - -	2,390,763 10 1½	756,999 7 4	1,633,764 2 9½	44,277 13 4	1,589,486 9 5½
1841 - -	1,342,604 5 2	858,677 – 5¼	483,927 4 8¾	90,761 3 2	393,166 1 6¾
1842 - -	1,495,540 9 –¾	938,168 19 7½	557,371 9 5¾	113,255 15 10	444,115 13 7¼

* Namely, the gross receipts, after deducting the returns for "refused letters," &c.
† Including all payments out of the revenue, in its progress to the Exchequer, except advances to the Money Order Office.
‡ This year includes one month of the fourpenny rate.

General Post Office, 23 May 1842.

C. T. Court, Accountant-general.

— 5.—

AN ACCOUNT showing, as nearly as it can be given, the GROSS AMOUNT of POSTAGE Revenue for *England* and *Wales* (exclusive of Returns for "Refused Letters," &c.), for the Month ending 5 January 1840 (during which the Fourpenny Rate was established), and also for the Month ending 5 January 1842.

GROSS REVENUE, ENGLAND AND WALES.

	£.	s.	d.
Month ending 5th January 1840 (Fourpenny rate.)	103,623	–	–
Month ending 5th January 1842 (Penny rate.)	100,383	3	4

C. T. Court, Acc[t] Gen[l].

— 6.—

AN ACCOUNT of the PAYMENTS by the POST OFFICE made during each of the Years ending 5 January 1839, 1840, 1841, and 1842, for the Conveyance of the Mails by Railway in *Great Britain*; distinguishing in each Instance the Payments for Work done within the Year, from Payments for Work done in previous Years.

PAYMENTS Made in course of the Year ending	For Work done within the Year. £.	s.	d.	For Work done in previous Years. £.	s.	d.	TOTAL PAYMENTS. £.	s.	d.
5th January 1839	12,248	1	10	132	3	9	12,380	5	7
— 1840	47,875	6	5	4,354	14	9	52,230	1	2
— 1841	50,942	19	2	358	7	6	51,301	6	8
— 1842	85,643	15	7	9,174	12	3	94,818	7	10

18 May 1842. *W. Wedderburn.*

— 7.—

A RETURN of the NUMBER and AMOUNT of MONEY ORDERS Issued and Paid in *England* and *Wales* during the undermentioned Quarters, the Quarter to the 5th January 1842 being estimated.

For the QUARTERS ended	MONEY ORDERS ISSUED. Number.	Amount. £.	s.	d.	MONEY ORDERS PAID. Number.	Amount. £.	s.	d.	TOTAL AMOUNT Passing through the Office. Number.	Amount. £.	s.	d.
1839: 5 April	28,838	49,496	5	8	25,785	43,237	14	9	54,623	92,734	–	5
– 5 July	34,612	59,099	9	5	28,645	50,154	18	6	63,257	109,254	7	11
– 5 Oct.	38,510	64,056	7	8	31,909	54,768	3	3	70,419	118,824	10	11
1840: 5 Jan.	40,763	67,411	2	7	37,665	60,425	6	1	78,428	127,836	8	8
– 5 April	76,145	119,932	12	1	70,875	117,858	–	4	147,020	237,790	12	5
– 5 July	94,215	151,734	15	8	82,558	135,393	–	2	176,773	287,127	15	10
– 5 Oct.	122,420	196,507	14	3	110,227	170,084	–	6	232,647	366,591	14	9
1841: 5 Jan.	189,984	334,652	14	8	165,940	316,628	17	2	355,924	651,281	11	10
– 5 April	275,870	507,518	12	3	274,201	561,574	14	6	550,071	1,129,093	6	9
– 5 July	289,884	608,774	11	2	291,884	615,850	7	7	581,768	1,224,624	18	9
– 5 Oct.	334,071	661,099	9	–	326,193	651,935	18	6	660,264	1,313,035	7	6
1842: 5 Jan.	390,290	820,576	11	10	376,382	808,699	10	4	766,672	1,629,276	2	2

The commission on Money Orders was, on and from the 20th November 1840, reduced as follows:

For any sum not exceeding 2 *l.* - - - - from 6 *d.* to 3 *d.*

For any sum above 2 *l.* and not exceeding 5 *l.* - - from 1 *s.* 6 *d.* to 6 *d.*

Wm. Barth.

— 8. —

A RETURN of the NUMBER and AMOUNT of MONEY ORDERS Issued and Paid in *London*, during the undermentioned Quarters, the Quarter ended 5 January 1842 being estimated.

For the QUARTERS ended	MONEY ORDERS ISSUED.				MONEY ORDERS PAID.				TOTAL ISSUED AND PAID.			
	Number.	Amount.			Number.	Amount.			Number.	Amount.		
		£.	s.	d.		£.	s.	d.		£.	s.	d.
1839: 5 April	3,891	7,160	19	4	5,532	10,240	14	8	9,423	17,401	14	–
– 5 July	4,436	8,019	14	11	5,741	10,775	9	9	10,177	18,795	4	8
– 5 Oct.	4,585	8,718	18	4	6,259	11,603	9	11	10,844	20,322	8	3
1840: 5 Jan.	4,977	8,472	2	7	6,958	13,210	1	–	11,935	21,682	3	7
– 5 April	11,309	18,518	6	–	15,272	36,088	9	8	26,581	54,606	15	8
– 5 July	13,582	25,566	11	–	16,515	31,392	8	5	30,097	56,958	19	5
– 5 Oct.	19,965	28,981	15	3	24,584	41,219	10	8	44,549	70,201	5	11
1841: 5 Jan.	16,185	48,122	18	3	38,669	86,679	19	2	54,854	134,802	17	5
– 5 April	36,460	73,832	11	1	79,315	172,749	15	6	115,775	246,582	6	7
– 5 July	42,559	96,194	14	2	88,085	196,364	11	6	130,644	292,559	5	8
– 5 Oct.	47,483	96,850	18	–	89,451	209,646	12	3	136,934	306,497	10	3
1842: 5 Jan.	57,424	114,221	2	6	104,158	256,173	18	9	161,582	370,395	1	3

The commission on Money Orders was, on and from 20th November 1840, reduced as follows:

For any sum not exceeding 2 *l.* - - - - - - - - from 6 *d.* to 3 *d.*
For any sum above 2 *l.* and not exceeding 5 *l.* - - - from 1 *s.* 6 *d.* to 6 *d.*

Wm. Barth.

POST OFFICE.

RETURNS

RELATING TO

THE POST OFFICE.

(*Sir George Clerk.*)

Ordered, by The House of Commons, *to be Printed,*
3 *June* 1842.

288.

Under 1 *oz.*

LIVERPOOL AND KINGSTOWN, &c. PACKETS.

RETURN to an ORDER of the Honourable The House of Commons, dated 30 May 1842;—*for*,

A RETURN of the Number of HOURS occupied by the GOVERNMENT STEAM PACKETS in their Passages from *Liverpool* to *Kingstown* and *Kingstown* to *Liverpool*, each Day, from the 1st Day of January 1838 to the 1st Day of January 1839, with the Name of each Packet.

A similar RETURN of the PACKETS between *Holyhead* and *Kingstown*.

Admiralty, 8 June 1842.

H. F. AMEDROZ,
Chief Clerk.

(Mr. Peers Williams.)

Ordered, by The House of Commons, *to be Printed*, 10 *June* 1842.

Under 2 oz.

A RETURN of the Number of Hours occupied by the Government Steam Packets in their Passages from *Liverpool* to *Kingstown*, and *Kingstown* to *Liverpool*, each Day, from the 1st January 1838 to the 1st January 1839, with the Name of each Packet.

Date.	Packet.	Liverpool to Kingstown.	Date.	Packet.	Kingstown to Liverpool.
1838:		H. M.	1838:		H M.
January - 1	Lucifer - -	14 36	January - 2	Lucifer - -	14 39
— 2	Shearwater -	14 55	— 3	Avon - -	11 25
— 3	Urgent - -	13 28	— 4	Shearwater -	11 27
— 4	Lucifer - -	13 27	— 5	Urgent - -	11 48
— 5	Avon - -	11 50	— 6	Lucifer - -	13 47
— 6	Shearwater -	11 55	— 7	Avon - -	13 10
— 7	Urgent - -	11 30	— 8	Shearwater -	16 15
— 8	Lucifer - -	12 27	— 9	Urgent - -	15 23
— 9	Avon - -	12 10	— 10	Lucifer - -	15 11
— 10	Shearwater -	12 29	— 11	Avon - -	13 0
— 11	Urgent - -	11 55	— 12	Shearwater -	13 50
— 12	Lucifer - -	13 18	— 13	Urgent - -	13 3
— 13	Avon - -	12 0	— 14	Lucifer - -	15 13
— 14	Shearwater -	12 41	— 15	Avon - -	13 15
— 15	Urgent - -	11 27	— 16	Shearwater -	12 5
— 16	Lucifer - -	13 26	— 17	Urgent - -	13 15
— 17	Avon - -	12 15	— 18	Lucifer - -	15 11
— 18	Shearwater -	12 2	— 19	Avon - -	17 20
— 19	Urgent - -	11 35	— 20	Shearwater -	19 10
— 20	Lucifer - -	13 55	— 21	Urgent - -	13 1
— 21	Avon - -	12 15	— 22	Lucifer - -	15 14
— 22	Shearwater -	12 2	— 23	Avon - -	—
— 23	Urgent - -	11 33	— 24	Shearwater -	21 5
— 24	Lucifer - -	12 45	— 25	Urgent - -	16 13
— 25	Avon - -	13 20	— 26	Lucifer - -	17 38
— 26	Shearwater -	14 3	— 27	Shearwater -	16 43
— 27	Urgent - -	11 58	— 28	Urgent - -	15 34
— 28	Lucifer - -	12 20	— 29	Lucifer - -	14 49
— 29	Avon - -	13 0	— 30	Avon - -	15 20
— 30	Urgent - -	9 58	— 31	Urgent - -	11 45
— 31	Lucifer - -	13 33	February 1	Lucifer - -	13 36
February 1	Avon - -	12 5	— 2	Avon - -	11 40
— 2	Urgent - -	11 11	— 3	Urgent - -	11 54
— 3	Lucifer - -	12 34	— 4	Lucifer - -	16 27
— 4	Avon - -	11 40	— 5	Avon - -	14 20
— 5	Urgent - -	11 33	— 6	Shearwater -	14 40
— 6	Lucifer - -	13 34	— 7	Urgent - -	13 54
— 7	Avon - -	12 0	— 8	Lucifer - -	16 34
— 8	Shearwater -	12 42	— 9	Avon - -	15 23
— 9	Urgent - -	11 58	— 10	Shearwater -	13 20
— 10	Lucifer - -	13 37	— 11	Urgent - -	21 25
— 11	Avon - -	15 55	— 12	Lucifer - -	14 38
— 12	Shearwater -	12 45	— 13	Avon - -	16 10
— 13	Urgent - -	12 3	— 14	Shearwater -	22 40
— 14	Lucifer - -	13 35	— 15	Urgent - -	—
— 15	Avon - -	15 30	— 16	Lucifer - -	22 10
— 16	Shearwater -	14 50	— 17	Avon - -	11 30
— 17	—	—	— 18	Shearwater -	13 27
— 18	Lucifer - -	12 58	— 19	Lucifer - -	14 0
— 19	Avon - -	11 45	— 20	Avon - -	15 50
— 20	Shearwater -	11 46	— 21	Shearwater -	14 53
— 21	Lucifer - -	12 14	— 22	Lucifer - -	15 51
— 22	Avon - -	12 10	— 23	Avon - -	23 30
— 23	Shearwater -	14 45	— 24	Shearwater -	19 13
— 24	Lucifer - -	13 59	— 25	Lucifer - -	18 16
— 25	Avon - -	11 40	— 26	Avon - -	21 40
— 26	Shearwater -	12 40	— 27	Shearwater -	16 20
— 27	Lucifer - -	13 56	— 28	Lucifer - -	15 36
— 28	Avon - -	15 45	March - 1	Avon - -	19 55
March - 1	Shearwater -	13 34	— 2	Shearwater -	14 40
— 2	Lucifer - -	14 8	— 3	Lucifer - -	14 47
— 3	Avon - -	11 45	— 4	Avon - -	14 15
— 4	Shearwater -	11 45	— 5	Shearwater -	12 48
— 5	Lucifer - -	15 52	— 6	Lucifer - -	12 55
— 6	Avon - -	19 25	— 7	Avon - -	13 10
— 7	Shearwater -	17 0	— 8	Shearwater -	15 3
— 8	Lucifer - -	12 40	— 9	Lucifer - -	14 29

Date.	Packet.	Liverpool to Kingstown.	Date.	Packet.	Kingstown to Liverpool.
1838:		H. M.	1838:		H. M.
March - 9	Avon - -	13 40	March - 10	Avon - -	14 15
— 10	Shearwater -	14 2	— 11	Shearwater -	13 0
— 11	Lucifer - -	12 47	— 12	Lucifer - -	13 7
— 12	Avon - -	13 30	— 13	Avon - -	12 45
— 13	Shearwater -	13 30	— 14	Shearwater -	13 5
— 14	Lucifer - -	16 22	— 15	Lucifer - -	12 48
— 15	Avon - -	14 15	— 16	Avon - -	11 30
— 16	Shearwater -	20 25	— 17	Shearwater -	12 0
— 17	Lucifer - -	17 16	— 18	Lucifer - -	13 16
— 18	Avon - -	12 40	— 19	Avon - -	12 30
— 19	Shearwater -	15 55	— 20	Shearwater -	13 35
— 20	—	—	— 21	—	—
— 21	Avon - -	16 0	— 22	Avon - -	13 35
— 22	Shearwater -	13 5	— 23	Shearwater -	13 0
— 23	Avon - -	12 30	— 24	Avon - -	14 25
— 24	Shearwater -	17 51	— 25	Shearwater -	13 34
— 25	Avon - -	13 35	— 26	Avon - -	14 0
— 26	Shearwater -	12 30	— 27	Shearwater -	13 30
— 27	Avon - -	13 15	— 28	Avon - -	17 20
— 28	Shearwater -	12 14	— 29	Shearwater -	19 0
— 29	Avon - -	12 50	— 30	Avon - -	13 5
— 30	Shearwater -	13 30	— 31	Shearwater -	15 10
— 31	Avon - -	12 25	April - 1	Avon - -	11 15
April - 1	Shearwater -	12 25	— 2	Shearwater -	12 5
— 2	Avon - -	13 13	— 3	Avon - -	12 0
— 3	Shearwater -	13 24	— 4	Shearwater -	12 10
— 4	Avon - -	12 40	— 5	Avon - -	12 35
— 5	Shearwater -	14 15	— 6	Shearwater -	13 0
— 6	Avon - -	12 25	— 7	Avon - -	14 30
— 7	Shearwater -	20 30	— 8	Shearwater -	13 35
— 8	Avon - -	13 35	— 9	Avon - -	13 25
— 9	Shearwater -	13 15	— 10	Shearwater -	13 30
— 10	Avon - -	13 35	— 11	Avon - -	15 30
— 11	Shearwater -	17 20	— 12	Shearwater -	12 40
— 12	Avon - -	14 55	— 13	Avon - -	12 30
— 13	Shearwater -	12 48	— 14	Shearwater -	12 22
— 14	Lucifer - -	15 7	— 15	Lucifer - -	19 45
— 15	Avon - -	23 10	— 16	—	—
— 16	Shearwater -	21 14	— 17	Avon - -	14 40
— 17	Lucifer - -	19 47	— 18	Lucifer - -	14 13
— 18	Avon - -	14 25	— 19	Avon - -	13 53
— 19	Shearwater -	13 7	— 20	Shearwater -	12 40
— 20	Lucifer - -	13 19	— 21	Lucifer - -	15 4
— 21	Avon - -	12 25	— 22	Avon - -	13 35
— 22	Urgent - -	11 52	— 23	Urgent - -	13 0
— 23	Lucifer - -	13 0	— 24	Lucifer - -	13 52
— 24	Avon - -	12 30	— 25	Avon - -	15 25
— 25	Urgent - -	11 23	— 26	Urgent - -	12 43
— 26	Lucifer - -	12 42	— 27	Lucifer - -	13 56
— 27	Avon - -	12 40	— 28	Avon - -	13 15
— 28	Urgent - -	12 25	— 29	Urgent - -	10 40
— 29	Lucifer - -	13 45	— 30	Lucifer - -	12 4
— 30	Avon - -	12 55	May - 1	Avon - -	12 20
May - 1	Urgent - -	10 58	— 2	Urgent - -	11 20
— 2	Lucifer - -	11 59	— 3	Lucifer - -	12 24
— 3	Avon - -	11 30	— 4	Avon - -	12 20
— 4	Urgent - -	10 57	— 5	Urgent - -	12 6
— 5	Lucifer - -	11 43	— 6	Lucifer - -	13 22
— 6	Avon - -	11 50	— 7	Avon - -	13 0
— 7	Urgent - -	11 6	— 8	Urgent - -	12 15
— 8	Lucifer - -	12 23	— 9	Lucifer - -	16 59
— 9	Shearwater -	12 20	— 10	Shearwater -	14 10
— 10	Urgent - -	11 33	— 11	Urgent - -	11 53
— 11	Lucifer - -	12 53	— 12	Lucifer - -	12 40
— 12	Shearwater -	13 33	— 13	Shearwater -	12 55
— 13	Urgent - -	12 6	— 14	Urgent - -	11 25
— 14	Lucifer - -	13 0	— 15	Lucifer - -	11 55
— 15	Shearwater -	12 43	— 16	Shearwater -	11 3
— 16	Urgent - -	11 8	— 17	Urgent - -	10 54
— 17	Avon - -	11 40	— 18	Avon - -	12 40
— 18	Shearwater -	11 20	— 19	Shearwater -	12 27
— 19	Urgent - -	10 59	— 20	Urgent - -	12 9
— 20	Avon - -	11 30	— 21	Avon - -	12 45

(continued)

Date.	Packet.	Liverpool to Kingstown.		Date.	Packet.	Kingstown to Liverpool	
1838:		H.	M.	1838:		H.	M.
May - 21	Shearwater -	12	11	May - 22	Shearwater -	14	2
— 22	Urgent - -	12	9	— 23	Urgent - -	12	22
— 23	Avon - -	12	50	— 24	Avon - -	14	0
— 24	Shearwater -	12	20	— 25	Shearwater -	14	40
— 25	Lucifer - -	12	24	— 26	Lucifer - -	14	44
— 26	Avon - -	12	30	— 27	Avon - -	16	0
— 27	Shearwater -	12	28	— 28	Shearwater -	13	27
— 28	Lucifer - -	13	41	— 29	Lucifer - -	11	35
— 29	Avon - -	13	30	— 30	Avon - -	11	25
— 30	Shearwater -	12	48	— 31	Shearwater -	11	55
— 31	Lucifer - -	11	55	June - 1	Lucifer - -	12	5
June - 1	Avon - -	11	35	— 2	Avon - -	12	0
— 2	Urgent - -	10	56	— 3	Urgent - -	11	31
— 3	Lucifer - -	11	58	— 4	Lucifer - -	12	47
— 4	Avon - -	11	45	— 5	Avon - -	13	5
— 5	Urgent - -	11	35	— 6	Urgent - -	12	30
— 6	Lucifer - -	13	22	— 7	Lucifer - -	13	25
— 7	Avon - -	13	10	— 8	Avon - -	12	50
— 8	Urgent - -	11	38	— 9	Urgent - -	11	42
— 9	Lucifer - -	13	26	— 10	Lucifer - -	13	43
— 10	Shearwater -	12	16	— 11	Shearwater -	11	50
— 11	Urgent - -	12	19	— 12	Urgent - -	11	18
— 12	Lucifer - -	12	50	— 13	Lucifer - -	11	59
— 13	Shearwater -	12	27	— 14	Shearwater -	10	42
— 14	Urgent - -	11	10	— 15	Urgent - -	10	38
— 15	Lucifer - -	11	58	— 16	Lucifer - -	11	50
— 16	Shearwater -	11	27	— 17	Shearwater -	11	57
— 17	Urgent - -	10	45	— 18	Urgent - -	11	54
— 18	Lucifer - -	13	53	— 19	Lucifer - -	12	41
— 19	Shearwater -	12	27	— 20	Shearwater -	12	50
— 20	Urgent - -	11	45	— 21	Urgent - -	12	29
— 21	Lucifer - -	15	6	— 22	Lucifer - -	13	31
— 22	Shearwater -	13	35	— 23	Shearwater -	13	5
— 23	Urgent - -	11	45	— 24	Urgent - -	11	40
— 24	Lucifer - -	13	11	— 25	Lucifer - -	13	20
— 25	Shearwater -	12	18	— 26	Shearwater -	11	5
— 26	Urgent - -	12	13	— 27	Urgent - -	10	47
— 27	Avon - -	12	55	— 28	Avon - -	11	20
— 28	Shearwater -	12	15	— 29	Shearwater -	10	50
— 29	Urgent - -	11	27	— 30	Urgent - -	11	3
— 30	Avon - -	12	10	July - 1	Avon - -	12	0
July - 1	Shearwater -	10	56	— 2	Shearwater -	11	52
— 2	Urgent - -	10	52	— 3	Urgent - -	11	35
— 3	Avon - -	11	40	— 4	Avon - -	12	40
— 4	Shearwater -	11	29	— 5	Shearwater -	12	57
— 5	Lucifer - -	12	18	— 6	Lucifer - -	13	6
— 6	Avon - -	13	5	— 7	Avon - -	13	20
— 7	Shearwater -	13	6	— 8	Shearwater -	11	34
— 8	Lucifer - -	13	16	— 9	Lucifer - -	13	38
— 9	Avon - -	15	0	— 10	Avon - -	12	55
— 10	Shearwater -	13	34	— 11	Shearwater -	11	40
— 11	Lucifer - -	14	21	— 12	Lucifer - -	11	57
— 12	Avon - -	13	20	— 13	Avon - -	11	25
— 13	Urgent - -	11	37	— 14	Urgent - -	10	35
— 14	Lucifer - -	16	2	— 15	Lucifer - -	11	13
— 15	Avon - -	14	15	— 16	Avon - -	12	10
— 16	Urgent - -	11	20	— 17	Urgent - -	11	35
— 17	Lucifer - -	13	53	— 18	Lucifer - -	12	39
— 18	Avon - -	12	0	— 19	Avon - -	12	55
— 19	Urgent - -	12	0	— 20	Urgent - -	13	55
— 20	Lucifer - -	15	40	— 21	Lucifer - -	13	25
— 21	Shearwater -	14	1	— 22	Shearwater -	12	25
— 22	Urgent - -	11	47	— 23	Urgent - -	11	55
— 23	Lucifer - -	15	9	— 24	Lucifer - -	12	49
— 24	Shearwater -	13	8	— 25	Shearwater -	12	0
— 25	Urgent - -	12	38	— 26	Urgent - -	10	50
— 26	Lucifer - -	16	40	— 27	Lucifer - -	11	39
— 27	Shearwater -	13	48	— 28	Shearwater -	11	5
— 28	Urgent - -	12	19	— 29	Urgent - -	10	25
— 29	Avon - -	14	20	— 30	Avon - -	11	25
— 30	Shearwater -	12	30	— 31	Shearwater -	11	7
— 31	Urgent - -	11	6	August 1	Urgent - -	11	26

Date.	Packet.	Liverpool to Kingstown.	Date.	Packet.	Kingstown to Liverpool.
1838:		H. M.	1838:		H. M.
August 1	Avon - -	14 10	August 2	Avon - -	12 20
— 2	Shearwater -	13 40	— 3	Shearwater -	12 15
— 3	Urgent - -	11 26	— 4	Urgent - -	12 20
— 4	Avon - -	13 35	— 5	Avon - -	13 40
— 5	Shearwater -	13 45	— 6	Shearwater -	11 55
— 6	Lucifer - -	18 5	— 7	Lucifer - -	12 22
— 7	Avon - -	15 10	— 8	Avon - -	12 50
— 8	Shearwater -	14 37	— 9	Shearwater -	11 55
— 9	Lucifer - -	15 40	— 10	Lucifer - -	11 42
— 10	Avon - -	15 30	— 11	Avon - -	11 8
— 11	Shearwater -	14 3	— 12	Shearwater -	10 37
— 12	Lucifer - -	14 3	— 13	Lucifer - -	11 25
— 13	Avon - -	12 45	— 14	Avon - -	11 35
— 14	Urgent - -	11 24	— 15	Urgent - -	11 37
— 15	Lucifer - -	12 18	— 16	Lucifer - -	13 5
— 16	Avon - -	11 45	— 17	Avon - -	12 50
— 17	Urgent - -	11 43	— 18	Urgent - -	12 13
— 18	Lucifer - -	13 12	— 19	Lucifer - -	12 44
— 19	Avon - -	13 20	— 20	Avon - -	14 5
— 20	Urgent - -	12 13	— 21	Urgent - -	16 5
— 21	Lucifer - -	24 30	— 22	Lucifer - -	13 48
— 22	Shearwater -	18 12	— 23	Shearwater -	11 55
— 23	Urgent - -	13 16	— 24	Urgent - -	11 40
— 24	Lucifer - -	13 37	— 25	Lucifer - -	12 24
— 25	Shearwater -	13 20	— 26	Shearwater -	11 18
— 26	Urgent - -	12 26	— 27	Urgent - -	11 1
— 27	Lucifer - -	13 18	— 28	Lucifer - -	11 33
— 28	Shearwater -	13 10	— 29	Shearwater -	11 42
— 29	Urgent - -	12 25	— 30	Urgent - -	11 0
— 30	Avon - -	12 35	— 31	Avon - -	11 55
— 31	Shearwater -	12 13	September 1	Shearwater -	12 15
September 1	Urgent - -	11 13	— 2	Urgent - -	12 19
— 2	Avon - -	12 50	— 3	Avon - -	13 15
— 3	Shearwater -	12 15	— 4	Shearwater -	13 50
— 4	Urgent - -	11 46	— 5	Urgent - -	14 15
— 5	Avon - -	11 15	— 6	Avon - -	13 30
— 6	Shearwater -	11 37	— 7	Shearwater -	14 5
— 7	Lucifer - -	14 26	— 8	Lucifer - -	12 54
— 8	Avon - -	13 30	— 9	Avon - -	11 5
— 9	Shearwater -	12 48	— 10	Shearwater -	10 46
— 10	Lucifer - -	12 44	— 11	Lucifer - -	11 51
— 11	Avon - -	12 55	— 12	Avon - -	11 40
— 12	Shearwater -	12 22	— 13	Shearwater -	12 7
— 13	Lucifer - -	12 59	— 14	Lucifer - -	13 2
— 14	Avon - -	11 50	— 15	Avon - -	13 35
— 15	Urgent - -	11 12	— 16	Urgent - -	12 21
— 16	Lucifer - -	12 35	— 17	Lucifer - -	15 52
— 17	Avon - -	11 55	— 18	Avon - -	13 50
— 18	Urgent - -	11 47	— 19	Urgent - -	12 23
— 19	Lucifer - -	13 56	— 20	Lucifer - -	13 4
— 20	Avon - -	13 0	— 21	Avon - -	12 50
— 21	Urgent - -	11 58	— 22	Urgent - -	12 55
— 22	Lucifer - -	13 45	— 23	Lucifer - -	12 47
— 23	Shearwater -	13 5	— 24	Shearwater -	11 25
— 24	Urgent - -	12 10	— 25	Urgent - -	11 25
— 25	Lucifer - -	14 11	— 26	Lucifer - -	12 2
— 26	Shearwater -	12 20	— 27	Shearwater -	10 49
— 27	Urgent - -	11 21	— 28	Urgent - -	11 25
— 28	Lucifer - -	12 12	— 29	Lucifer - -	13 43
— 29	Shearwater -	11 55	— 30	Shearwater -	12 28
— 30	Urgent - -	11 13	October 1	Urgent - -	13 12
October - 1	Avon - -	12 5	— 2	Avon - -	16 15
— 2	Shearwater -	11 45	— 3	Shearwater -	15 20
— 3	Urgent - -	10 5	— 4	Urgent - -	15 51
— 4	Avon - -	12 45	— 5	Avon - -	15 15
— 5	Shearwater -	13 15	— 6	Shearwater -	12 27
— 6	Lucifer - -	13 10	— 7	Lucifer - -	13 35
— 7	Avon - -	12 20	— 8	Urgent - -	11 5
— 8	Shearwater -	11 45	— 9	Avon - -	11 25
— 9	Lucifer - -	13 40	— 10	Shearwater -	10 46
— 10	Urgent - -	12 18	— 11	Lucifer - -	12 33
— 11	Avon - -	20 20	— 12	Urgent - -	11 50
— 12	Shearwater -	16 20	— 13	Avon - -	13 55

(*continued*)

Date.	Packet.	Liverpool to Kingstown. H.	M.	Date.	Packet.	Kingstown to Liverpool. H.	M.
1838:				1838:			
October 13	Lucifer	18	15	October 14	Shearwater	12	51
— 14	Urgent	17	32	— 15	Lucifer	14	0
— 15	Avon	21	0	— 16	Urgent	13	25
— 16	Shearwater	20	10	— 17	Avon	14	50
— 17	Lucifer	21	5	— 18	Shearwater	13	10
— 18	Urgent	15	10	— 19	Lucifer	14	28
— 19	Avon	15	0	— 20	Urgent	13	38
— 20	Shearwater	12	47	— 21	Avon	13	45
— 21	Lucifer	13	50	— 22	Shearwater	12	35
— 22	Urgent	12	37	— 23	Lucifer	14	18
— 23	Avon	12	50	— 24	Urgent	11	10
— 24	Shearwater	12	35	— 25	Avon	12	20
— 25	Lucifer	16	35	— 26	Shearwater	11	0
— 26	Urgent	14	21	— 27	Lucifer	12	18
— 27	Avon	13	15	— 28	Urgent	12	22
— 28	Shearwater	12	50	— 29	Avon	12	35
— 29	Lucifer	18	35	— 30	Shearwater	12	50
— 30	Urgent	11	20	— 31	Lucifer	13	47
— 31	Avon	15	35	November 1	Urgent	12	50
November 1	Shearwater	23	30	— 2	Avon	14	10
— 2	Lucifer	13	50	— 3	Shearwater	12	20
— 3	Urgent	10	29	— 4	Lucifer	14	23
— 4	Avon	12	15	— 5	Urgent	13	35
— 5	Shearwater	12	19	— 6	Avon	17	0
— 6	Lucifer	13	15	— 7	Shearwater	11	55
— 7	Urgent	15	24	— 8	Lucifer	11	37
— 8	Avon	13	15	— 9	Urgent	11	14
— 9	Shearwater	14	32	— 10	Avon	11	55
— 10	Lucifer	14	8	— 11	Shearwater	13	10
— 11	Urgent	11	4	— 12	Lucifer	12	37
— 12	Avon	11	45	— 13	Urgent	12	51
— 13	Shearwater	11	40	— 14	Avon	14	15
— 14	Lucifer	12	28	— 15	Shearwater	13	45
— 15	Urgent	11	12	— 16	Lucifer	13	43
— 16	Avon	12	55	— 17	Urgent	14	59
— 17	Shearwater	11	55	— 18	Avon	23	45
— 18	Lucifer	13	28	— 19	Shearwater	18	15
— 19	Urgent	11	30	— 20	Lucifer	19	50
— 20	Avon	11	25	— 21	Urgent	15	45
— 21	Shearwater	12	57	— 22	Avon	18	20
— 22	Lucifer	12	57	— 23	Shearwater	17	40
— 23	Urgent	14	31	— 24	Lucifer	15	14
— 24	Avon	12	0	— 25	Urgent	16	10
— 25	Shearwater	12	18	— 26	Avon	20	25
— 26	Lucifer	14	58	— 27	Shearwater	13	55
— 27	Urgent	11	10	— 28	Lucifer	15	40
— 28	Avon	18	25	— 29	Urgent	13	53
— 29	Shearwater	28	5	— 30	Avon	14	5
— 30	Lucifer	16	30	December 1	Shearwater	14	35
December 1	Urgent	13	25	— 2	Lucifer	14	53
— 2	Avon	16	40	— 3	Urgent	11	13
— 3	Shearwater	15	51	— 4	Avon	16	25
— 4	Lucifer	18	25	— 5	Shearwater	12	5
— 5	Urgent	11	54	— 6	Lucifer	12	8
— 6	Avon	13	10	— 7	Avon	11	10
— 7	Shearwater	13	50	— 8	Shearwater	11	33
— 8	Lucifer	12	32	— 9	Lucifer	12	0
— 9	Urgent	11	14	— 10	Avon	11	50
— 10	Shearwater	12	50	— 11	Urgent	11	34
— 11	Lucifer	12	49	— 12	Shearwater	12	30
— 12	Avon	13	25	— 13	Lucifer	13	2
— 13	Urgent	11	18	— 14	Avon	13	45
— 14	Shearwater	12	38	— 15	Urgent	14	5
— 15	Lucifer	13	5	— 16	Shearwater	13	20
— 16	Avon	12	0	— 17	Lucifer	14	55
— 17	Urgent	11	5	— 18	Avon	14	55
— 18	Shearwater	13	55	— 19	Urgent	12	5
— 19	Lucifer	15	42	— 20	Shearwater	14	45
— 20	Avon	12	25	— 21	Lucifer	16	45
— 21	Urgent	12	13	— 22	Avon	15	25
— 22	Shearwater	14	17	— 23	Urgent	12	13
— 23	Lucifer	13	28	— 24	Shearwater	13	10
— 24	Avon	12	5	— 25	Lucifer	12	21

Date.	Packet.	Liverpool to Kingstown. H.	M.	Date.	Packet.	Kingstown to Liverpool. H.	M.
1838:				1838:			
December 25	Urgent - -	10	55	December 26	Avon - -	14	30
— 26	Shearwater -	17	47	— 27	Urgent - -	12	0
— 27	Lucifer - -	17	15	— 28	Shearwater -	13	48
— 28	Avon - -	15	0	— 29	Lucifer - -	13	55
— 29	Urgent - -	12	3	— 30	Avon - -	14	30
— 30	Shearwater -	18	45	— 31	Urgent - -	14	48
				1839:			
— 31	Lucifer - - -	21	35	January 1	Shearwater -	15	43

During the period of this Return, it will be observed, there are six breaks in the regular conveyance of the mails, which appears to have arisen from various causes, stress of weather, defects in machinery, &c.

Thomas Bevis, Commr.

A RETURN of the Number of Hours occupied by the Government Steam Packets in their Passages from *Holyhead* to *Kingstown*, and *Kingstown* to *Holyhead*, each Day, from the 1st day of January 1838 to the 1st day of January 1839, with the Name of each Packet.

DATE.	Name of Packet.	Length of Passage To Holyhead. H.	M.	To Kingstown. H.	M.	Name of Packet.	Length of Passage To Holyhead. H.	M.	To Kingstown. H.	M.
1838:										
January 1	Sprightly - -	6	42	7	25	Cuckoo - -	6	9	7	1
— 2	Doterel - -	5	40	6	45	Gleaner - -	11	53	7	55
— 3	Sprightly - -	8	4	7	6	Otter - -	5	36	7	0
— 4	Cuckoo - -	6	5	9	19	Doterel - -	6	51	10	43
— 5	Gleaner - -	6	34	10	52	Pigmy - -	6	30	7	55
— 6	Sprightly - -	6	34	7	35	Otter - -	5	50	6	22
— 7	Cuckoo - -	6	32	6	31	Doterel - -	6	5	5	50
— 8	Pigmy - -	7	20	6	57	Sprightly - -	8	20	6	10
— 9	Otter - -	8	31	6	0	Cuckoo - -	10	57	6	8
— 10	Gleaner - -	12	13	7	5	Pigmy - -	9	42	6	15
— 11	Sprightly - -	8	5	6	25	Otter - -	6	29	5	48
— 12	Cuckoo - -	6	25	6	25	Gleaner - -	7	41	6	48
— 13	Doterel - -	7	39	5	55	Pigmy - -	7	50	6	25
— 14	Sprightly - -	7	9	6	3	Otter - -	6	37	5	55
— 15	Cuckoo - -	8	54	6	0	Gleaner - -	8	53	7	3
— 16	Doterel - -	6	37	5	56	Pigmy - -	7	23	7	28
— 17	Sprightly - -	6	14	7	0	Otter - -	5	58	6	30
— 18	Cuckoo - -	9	52	6	20	Gleaner - -	11	55	7	15
— 19	Doterel - -	8	12	6	10	Pigmy - -	7	15	6	58
— 20	Sprightly - -	8	24	6	45	Otter - -	9	0	6	20
— 21	Cuckoo - -	12	14	6	7	Gleaner - -	14	50	7	0
— 22	Doterel - -	7	12	6	3	Pigmy - -	8	2	7	28
— 23	Sprightly - -	8	41	7	19	Otter - -	12	0	7	43
— 24	Cuckoo - -	18	25	6	35	Gleaner - -	25	50	7	54
— 25	Doterel - -	14	0	6	17	Pigmy - -	12	0	7	15
— 26	Sprightly - -	11	30	6	0	Otter - -	8	1	8	22
— 27	Cuckoo - -	8	19	6	36	Gleaner - -	7	21	8	45
— 28	Doterel - -	6	47	6	9	Pigmy - -	8	10	7	12
— 29	Sprightly - -	10	33	6	18	Otter - -	8	10	6	19
— 30	Cuckoo - -	6	45	6	31	Gleaner - -	7	12	8	0
— 31	Doterel - -	6	8	6	20	Pigmy - -	7	9	7	5
February 1	Sprightly - -	6	44	6	30	Otter - -	6	56	6	15
— 2	Cuckoo - -	6	26	6	15	Gleaner - -	6	59	7	36
— 3	Doterel - -	5	55	6	19	Pigmy - -	7	8	6	50
— 4	Sprightly - -	7	3	6	30	Otter - -	7	20	6	10
— 5	Cuckoo - -	10	0	6	21	Gleaner - -	8	0	7	0
— 6	Doterel - -	7	9	5	50	Pigmy - -	7	0	7	0
— 7	Sprightly - -	7	23	6	25	Otter - -	6	53	6	5
— 8	Cuckoo - -	7	16	5	55	Gleaner - -	6	55	8	12
— 9	Doterel - -	8	30	5	46	Pigmy - -	9	5	8	3
— 10	Sprightly - -	9	19	7	25	Otter - -	6	37	6	13
— 11	Cuckoo - -	6	16	6	34	Gleaner - -	7	24	6	58
— 12	Doterel - -	6	10	6	0	Pigmy - -	7	43	7	27
— 13	Sprightly - -	6	40	7	15	Cuckoo - -	6	49	8	20
— 14	Doterel - -	6	43	5	51	Otter - -	8	49	5	58

(*continued*)

DATE.	Name of Packet.	Length of Passage To Holyhead.		To Kingstown.		Name of Packet.	Length of Passage To Holyhead.		To Kingstown.	
1838:		H.	M.	H.	M.		H.	M.	H.	M.
Feb. 15	Gleaner	21	15	6	32	Pigmy	22	50	6	55
— 16	Sprightly	15	15	6	14	Cuckoo	18	17	6	40
— 17	Doterel	15	48	5	41	Otter	6	26	8	20
— 18	Gleaner	7	5	6	35	Pigmy	6	37	10	28
— 19	Sprightly	6	33	8	0	Cuckoo	8	26	8	28
— 20	Doterel	7	16	6	15	Otter	6	15	6	13
— 21	Gleaner	9	12	6	47	Pigmy	7	55	6	50
— 22	Sprightly	8	28	6	34	Cuckoo	7	6	6	13
— 23	Doterel	7	49	5	58	Otter	7	35	6	0
— 24	Gleaner	29	25	7	10	Pigmy	15	0	7	2
— 25	Sprightly	12	0	6	40	Cuckoo	10	15	6	55
— 26	Doterel	10	23	6	0	Otter	13	34	6	50
— 27	Gleaner	16	5	6	58	Pigmy	10	25	6	53
— 28	Sprightly	8	45	6	10	Cuckoo	9	50	7	21
March 1	Doterel	7	45	5	53	Otter	6	41	6	1
— 2	Gleaner	7	9	6	50	Pigmy	6	32	6	45
— 3	Sprightly	6	10	6	55	Cuckoo	6	1	6	26
— 4	Doterel	6	0	6	7	Otter	8	35	6	16
— 5	Gleaner	9	55	6	58	Pigmy	6	32	7	5
— 6	Sprightly	7	30	6	15	Cuckoo	5	51	7	29
— 7	Doterel	5	50	5	48	Otter	6	0	11	50
— 8	Pigmy	6	39	13	54	Sprightly	6	16	10	10
— 9	Cuckoo	6	21	9	53	Gleaner	6	50	12	15
— 10	Doterel	6	50	7	2	Otter	7	47	6	5
— 11	Pigmy	8	50	6	21	Sprightly	6	35	7	27
— 12	Doterel	6	22	6	13	Otter	6	25	6	7
— 13	Pigmy	6	33	6	25	Cuckoo	6	42	6	22
— 14	Sprightly	6	31	6	48	Doterel	6	2	8	38
— 15	Otter	6	8	6	45	Pigmy	6	57	6	40
— 16	Cuckoo	6	7	8	22	Sprightly	6	13	11	12
— 17	Doterel	5	40	6	44	Otter	5	42	12	13
— 18	Pigmy	6	5	13	35	Cuckoo	6	12	6	20
— 19	Sprightly	6	18	9	24	Doterel	5	48	7	5
— 20	Otter	6	6	6	26	Pigmy	6	12	16	20
— 21	Cuckoo	5	45	11	0	Sprightly	6	23	7	2
— 22	Doterel	6	39	13	0	Otter	7	8	7	51
— 23	Pigmy	7	20	8	18	Cuckoo	6	30	6	13
— 24	Sprightly	6	47	7	35	Otter	6	14	6	24
— 25	Doterel	5	53	6	23	Pigmy	7	7	7	13
— 26	Cuckoo	6	45	13	58	Sprightly	7	8	5	45
— 27	Otter	6	26	6	0	Doterel	6	25	6	0
— 28	Pigmy	7	0	6	30	Cuckoo	6	52	6	32
— 29	Sprightly	10	41	6	10	Otter	7	7	6	0
— 30	Doterel	14	23	6	52	Pigmy	6	45	7	5
— 31	Cuckoo	6	40	7	16	Sprightly	6	32	8	48
April 1	Otter	9	1	6	15	Doterel	6	48	6	9
— 2	Pigmy	6	45	7	15	Cuckoo	5	54	6	16
— 3	Sprightly	6	11	6	35	Otter	5	58	8	23
— 4	Doterel	5	51	6	13	Pigmy	6	54	6	53
— 5	Cuckoo	6	10	8	3	Sprightly	5	53	6	56
— 6	Otter	6	16	6	30	Doterel	6	0	6	55
— 7	Pigmy	7	44	7	40	Cuckoo	6	21	7	0
— 8	Sprightly	7	25	6	20	Otter	6	24	9	18
— 9	Doterel	6	23	10	52	Pigmy	7	3	9	20
— 10	Cuckoo	6	40	7	49	Sprightly	7	3	6	2
— 11	Otter	6	38	6	55	Doterel	6	20	6	16
— 12	Pigmy	7	6	7	0	Cuckoo	6	35	7	12
— 13	Sprightly	6	25	9	0	Otter	6	10	6	28
— 14	Doterel	6	8	6	48	Pigmy	6	42	7	0
— 15	Cuckoo	5	52	6	10	Sprightly	6	22	6	35
— 16	Otter	5	46	7	35	Doterel	5	34	13	30
— 17	Pigmy	6	25	15	40	Cuckoo	went to Liverpool.			
— 18	Sprightly	6	15	14	25	Otter	6	23	10	22
— 19	Doterel	6	17	10	6	Pigmy	7	0	9	45
— 20	Sprightly	7	35	8	0	Otter	5	59	6	6
— 21	Cuckoo	6	23	6	30	Doterel	5	49	6	1
— 22	Pigmy	8	32	6	50	Sprightly	6	31	6	50
— 23	Otter	6	25	6	15	Cuckoo	6	58	6	18
— 24	Doterel	6	39	6	30	Pigmy	7	30	6	30
— 25	Sprightly	7	0	7	2	Otter	8	13	6	5
— 26	Cuckoo	7	18	6	9	Doterel	7	40	5	53
— 27	Pigmy	7	58	6	55	Sprightly	6	45	6	15
— 28	Otter	6	10	5	58	Doterel	6	16	6	3

DATE.		Name of Packet.	Length of Passage To Holyhead.		To Kingstown.		Name of Packet.	Length of Passage To Holyhead.		To Kingstown.	
1838:			H.	M.	H.	M.		H.	M.	H.	M.
April	29	Cuckoo	6	7	6	13	Pigmy	7	4	6	40
—	30	Sprightly	6	5	6	55	Otter	5	50	6	14
May	1	Doterel	5	51	6	52	Cuckoo	6	32	7	0
—	2	Zephyr	6	15	6	15	Otter	6	5	5	47
—	3	Doterel	6	12	6	0	Cuckoo	6	22	6	23
—	4	Zephyr	6	47	6	0	Otter	5	54	6	35
—	5	Doterel	5	58	6	0	Cuckoo	5	59	6	6
—	6	Zephyr	6	31	6	0	Otter	6	25	5	41
—	7	Doterel	6	18	5	47	Cuckoo	6	11	6	48
—	8	Pigmy	6	40	6	35	Zephyr	6	6	5	38
—	9	Otter	6	9	5	49	Doterel	6	26	5	37
—	10	Cuckoo	9	11	5	52	Pigmy	8	35	6	20
—	11	Zephyr	6	59	5	38	Otter	6	12	6	0
—	12	Doterel	6	1	5	44	Cuckoo	6	13	6	18
—	13	Pigmy	7	5	7	35	Zephyr	6	20	6	8
—	14	Otter	6	3	6	35	Doterel	6	11	6	35
—	15	Cuckoo	6	22	6	23	Pigmy	7	40	6	10
—	16	Zephyr	5	55	6	10	Otter	5	49	5	52
—	17	Doterel	5	42	6	5	Cuckoo	6	0	6	14
—	18	Pigmy	6	40	6	50	Zephyr	6	2	5	48
—	19	Otter	6	20	5	44	Doterel	10	8	5	47
—	20	Sprightly	7	8	6	55	Zephyr	5	59	5	42
—	21	Otter	6	12	6	10	Doterel	5	57	5	50
—	22	Sprightly	6	25	6	20	Zephyr	6	11	5	50
—	23	Otter	6	6	5	54	Doterel	6	29	6	20
—	24	Sprightly	6	55	9	10	Zephyr	6	33	6	55
—	25	Otter	6	53	6	23	Doterel	7	11	5	49
—	26	Sprightly	7	12	6	38	Zephyr	7	14	5	50
—	27	Otter	6	58	6	1	Doterel	7	42	6	8
—	28	Sprightly	9	20	6	12	Zephyr	8	4	5	47
—	29	Pigmy	8	0	7	20	Otter	6	9	6	0
—	30	Doterel	6	2	6	28	Sprightly	6	12	6	30
—	31	Zephyr	5	58	8	3	Pigmy	6	28	5	50
June	1	Otter	5	57	6	3	Doterel	5	49	6	36
—	2	Sprightly	6	15	6	20	Zephyr	5	49	5	55
—	3	Pigmy	6	35	7	0	Otter	5	38	5	47
—	4	Doterel	6	0	5	45	Sprightly	6	7	6	5
—	5	Zephyr	6	2	5	50	Otter	5	54	5	45
—	6	Cuckoo	6	32	6	0	Doterel	6	21	6	3
—	7	Sprightly	6	19	7	5	Otter	6	18	6	13
—	8	Cuckoo	6	42	6	35	Doterel	6	32	6	46
—	9	Sprightly	6	35	6	32	Otter	6	10	5	54
—	10	Zephyr	6	27	6	0	Doterel	6	57	5	59
—	11	Cuckoo	6	46	7	0	Sprightly	6	28	6	40
—	12	Otter	5	43	6	4	Zephyr	6	41	6	6
—	13	Cuckoo	6	49	7	16	Sprightly	7	5	6	16
—	14	Otter	6	59	6	13	Zephyr	6	15	5	55
—	15	Cuckoo	6	2	6	27	Sprightly	6	7	6	10
—	16	Otter	5	44	6	0	Zephyr	6	35	5	55
—	17	Cuckoo	6	3	6	10	Sprightly	6	4	6	10
—	18	Otter	5	59	6	33	Zephyr	6	50	5	40
—	19	Cuckoo	6	14	5	55	Sprightly	6	5	6	30
—	20	Pigmy	7	9	7	49	Otter	6	2	6	38
—	21	Zephyr	6	25	5	59	Cuckoo	6	17	6	5
—	22	Sprightly	6	21	7	8	Pigmy	6	55	7	17
—	23	Otter	6	26	6	46	Zephyr	6	9	8	27
—	24	Cuckoo	6	32	7	13	Sprightly	6	17	6	17
—	25	Pigmy	6	47	6	51	Otter	6	7	6	5
—	26	Zephyr	5	56	6	5	Cuckoo	6	22	6	15
—	27	Sprightly	6	18	6	10	Pigmy	6	45	6	35
—	28	Otter	5	50	6	27	Zephyr	5	55	6	15
—	29	Cuckoo	5	55	6	28	Sprightly	6	22	6	25
—	30	Doterel	5	50	6	41	Otter	5	46	6	2
July	1	Zephyr	5	53	5	54	Cuckoo	6	20	6	2
—	2	Sprightly	6	6	6	7	Doterel	6	20	5	55
—	3	Otter	6	8	5	50	Zephyr	5	51	5	42
—	4	Cuckoo	6	10	5	56	Sprightly	6	15	6	6
—	5	Doterel	6	17	5	56	Zephyr	6	7	5	40
—	6	Cuckoo	6	33	6	3	Sprightly	6	15	6	0
—	7	Doterel	6	0	6	0	Zephyr	6	10	5	55
—	8	Cuckoo	6	42	6	17	Sprightly	6	21	6	17
—	9	Doterel	6	16	6	31	Zephyr	6	9	6	18

DATE.	Name of Packet.	Length of Passage To Holyhead.	Length of Passage To Kingstown.	Name of Packet.	Length of Passage To Holyhead.	Length of Passage To Kingstown.
1838:		H. M.	H. M.		H. M.	H. M.
July 10	Cuckoo	6 30	6 45	Sprightly	6 43	7 18
— 11	Doterel	8 1	6 36	Zephyr	6 17	6 50
— 12	Cuckoo	8 18	9 17	Sprightly	6 40	7 2
— 13	Doterel	5 52	7 20	Zephyr	6 0	6 50
— 14	Cuckoo	5 53	6 45	Sprightly	7 18	6 35
— 15	Pigmy	6 35	7 10	Doterel	5 42	6 11
— 16	Zephyr	5 51	8 10	Cuckoo	5 52	7 27
— 17	Sprightly	6 16	8 5	Pigmy	6 35	7 24
— 18	Doterel	6 6	6 10	Zephyr	5 56	5 45
— 19	Cuckoo	6 7	7 37	Sprightly	6 7	6 28
— 20	Pigmy	6 50	6 50	Doterel	6 11	6 38
— 21	Zephyr	5 57	6 30	Cuckoo	6 32	7 0
— 22	Sprightly	6 58	9 3	Pigmy	7 22	7 85
— 23	Doterel	6 9	7 17	Zephyr	5 57	6 28
— 24	Cuckoo	6 8	6 34	Sprightly	6 56	6 52
— 25	Otter	6 0	7 12	Doterel	6 25	6 33
— 26	Zephyr	5 58	6 15	Cuckoo	6 19	6 58
— 27	Otter	5 43	7 30	Sprightly	6 19	6 55
— 28	Doterel	5 52	8 15	Zephyr	5 55	6 43
— 29	Cuckoo	5 57	7 0	Otter	5 51	6 49
— 30	Sprightly	5 52	7 17	Doterel	5 57	6 28
— 31	Zephyr	5 38	6 40	Cuckoo	5 55	6 44
August 1	Otter	5 45	6 21	Sprightly	6 0	6 35
— 2	Doterel	7 0	6 3	Zephyr	5 55	5 44
— 3	Cuckoo	6 32	6 15	Otter	5 45	6 50
— 4	Sprightly	6 43	7 18	Doterel	5 56	6 34
— 5	Zephyr	6 13	6 0	Cuckoo	6 31	6 32
— 6	Otter	6 12	6 25	Sprightly	6 40	6 57
— 7	Doterel	6 10	6 43	Zephyr	6 6	6 55
— 8	Cuckoo	6 22	9 30	Otter	6 22	7 56
— 9	Sprightly	6 15	8 35	Doterel	6 39	6 43
— 10	Zephyr	6 15	6 22	Cuckoo	7 0	7 46
— 11	Otter	8 43	8 0	Sprightly	7 12	7 40
— 12	Doterel	5 56	8 12	Zephyr	5 48	7 22
— 13	Cuckoo	5 49	8 0	Otter	5 43	6 30
— 14	Sprightly	6 4	7 23	Doterel	5 42	6 37
— 15	Pigmy	6 23	7 45	Cuckoo	6 0	6 23
— 16	Otter	5 55	6 25	Sprightly	6 2	6 15
— 17	Doterel	6 15	5 58	Pigmy	6 33	6 31
— 18	Cuckoo	6 21	6 0	Otter	5 58	5 56
— 19	Sprightly	6 20	6 14	Doterel	6 6	5 54
— 20	Zephyr	6 0	6 2	Cuckoo	6 25	7 0
— 21	Otter	6 56	6 55	Sprightly	6 12	7 50
— 22	Doterel	6 7	7 3	Zephyr	6 10	8 45
— 23	Cuckoo	6 15	14 0	Otter	6 14	9 9
— 24	Sprightly	6 25	12 35	Doterel	6 15	8 38
— 25	Zephyr	5 55	7 58	Cuckoo	6 25	6 41
— 26	Otter	5 57	6 20	Sprightly	6 25	7 10
— 27	Doterel	5 57	6 44	Zephyr	5 52	6 20
— 28	Cuckoo	8 31	6 55	Otter	5 50	6 22
— 29	Sprightly	6 0	7 8	Doterel	5 59	6 20
— 30	Zephyr	6 0	7 10	Cuckoo	5 53	6 40
— 31	Otter	5 55	7 18	Sprightly	5 51	6 55
Sept. 1	Doterel	5 59	6 11	Zephyr	5 55	5 58
— 2	Cuckoo	6 19	6 32	Otter	5 50	6 2
— 3	Sprightly	6 32	6 40	Doterel	5 58	6 30
— 4	Zephyr	6 15	6 20	Cuckoo	6 22	5 57
— 5	Otter	6 32	6 9	Sprightly	7 15	6 5
— 6	Doterel	5 57	6 3	Zephyr	6 40	5 47
— 7	Cuckoo	6 20	6 40	Gleaner	9 18	6 15
— 8	Otter	7 7	6 22	Doterel	6 58	6 57
— 9	Cuckoo	6 30	7 57	Sprightly	6 17	7 8
— 10	Gleaner	6 25	7 8	Otter	5 58	6 30
— 11	Doterel	5 50	6 10	Cuckoo	5 55	6 20
— 12	Sprightly	6 1	6 32	Gleaner	6 6	7 56
— 13	Otter	5 59	6 45	Doterel	5 4	6 35
— 14	Cuckoo	6 41	6 28	Sprightly	6 11	6 40
— 15	Gleaner	7 0	6 55	Otter	5 50	6 0
— 16	Doterel	6 14	5 57	Zephyr	6 14	5 45
— 17	Sprightly	6 27	6 20	Gleaner	7 5	6 1
— 18	Otter	7 13	6 10	Doterel	6 56	5 58
— 19	Zephyr	6 37	6 0	Sprightly	6 23	6 35
— 20	Gleaner	6 38	6 5	Doterel	6 12	6 48

DATE.	Name of Packet.	Length of Passage To Holyhead.		To Kingstown.		Name of Packet.	Length of Passage To Holyhead.		To Kingstown.	
1838:		H.	M.	H.	M.		H.	M.	H.	M.
Sept. 21	Zephyr	6	5	6	45	Cuckoo	6	14	6	30
— 22	Sprightly	6	22	7	2	Gleaner	7	53	6	23
— 23	Otter	6	39	6	13	Doterel	6	10	6	46
— 24	Zephyr	6	5	6	47	Cuckoo	6	10	6	34
— 25	Gleaner	6	8	7	0	Otter	6	6	6	11
— 26	Doterel	5	58	6	13	Zephyr	5	48	6	20
— 27	Cuckoo	5	51	7	10	Gleaner	5	56	6	25
— 28	Otter	5	49	6	31	Sprightly	5	51	6	25
— 29	Zephyr	6	0	6	25	Cuckoo	5	50	6	21
— 30	Gleaner	6	10	6	13	Otter	5	54	5	48
Oct. 1	Sprightly	6	37	6	23	Zephyr	6	43	5	55
— 2	Cuckoo	7	40	6	8	Gleaner	8	4	6	4
— 3	Doterel	8	5	5	53	Sprightly	9	5	6	13
— 4	Zephyr	7	51	5	58	Cuckoo	8	1	6	3
— 5	Gleaner	6	52	6	32	Doterel	6	16	6	6
— 6	Sprightly	7	0	6	50	Zephyr	6	9	5	56
— 7	Cuckoo	6	41	6	31	Gleaner	6	4	6	16
— 8	Doterel	6	8	6	27	Sprightly	6	47	6	48
— 9	Zephyr	6	0	6	32	Cuckoo	5	41	6	17
— 10	Otter	6	44	6	0	Doterel	5	52	6	14
— 11	Sprightly	5	59	6	29	Zephyr	5	32	6	30
— 12	Cuckoo	5	38	6	45	Otter	5	40	6	0
— 13	Doterel	5	50	11	43	Sprightly	7	6	10	9
— 14	Zephyr	6	5	9	54	Cuckoo	5	46	7	18
— 15	Otter	6	26	9	21	Doterel	5	55	10	0
— 16	Gleaner	6	9	11	0	Sprightly	6	28	12	43
— 17	Cuckoo	6	35	12	18	Otter	6	4	12	15
— 18	Zephyr	7	16	8	0	Doterel	6	2	10	22
— 19	Gleaner	7	18	12	25	Sprightly	6	50	9	40
— 20	Cuckoo	6	39	10	15	Otter	6	13	10	27
— 21	Zephyr	6	40	7	45	Doterel	6	2	7	38
— 22	Gleaner	6	50	8	16	Sprightly	6	54	7	20
— 23	Cuckoo	6	56	6	20	Otter	7	19	7	0
— 24	Zephyr	6	42	6	52	Doterel	5	50	7	3
— 25	Gleaner	6	15	7	35	Sprightly	11	10	8	12
— 26	Cuckoo	7	49	8	38	Otter	5	32	7	1
— 27	Zephyr	6	0	7	25	Doterel	6	23	8	15
— 28	Gleaner	6	5	11	5	Sprightly	6	10	7	40
— 29	Cuckoo	7	25	9	45	Otter	5	54	7	7
— 30	Zephyr	6	1	6	18	Doterel	6	11	6	4
— 31	Gleaner	6	18	10	55	Sprightly	6	28	10	53
Nov. 1	Cuckoo	6	59	7	58	Otter	6	10	7	1
— 2	Zephyr	6	12	6	9	Doterel	5	45	8	19
— 3	Gleaner	6	45	12	17	Sprightly	7	3	15	40
— 4	Cuckoo	6	54	13	29	Otter	6	22	8	52
— 5	Zephyr	6	30	6	28	Doterel	6	12	7	55
— 6	Gleaner	6	27	11	45	Sprightly	6	22	8	0
— 7	Cuckoo	10	12	6	41	Otter	6	42	6	57
— 8	Zephyr	6	10	6	18	Doterel	5	40	6	35
— 9	Gleaner	6	15	8	20	Sprightly	6	10	13	50
— 10	Cuckoo	6	30	12	15	Otter	6	7	8	16
— 11	Zephyr	5	55	6	49	Doterel	6	2	7	36
— 12	Gleaner	6	50	6	17	Sprightly	7	9	8	40
— 13	Cuckoo	6	14	6	18	Otter	6	2	6	20
— 14	Zephyr	6	12	6	50	Doterel	6	42	5	55
— 15	Gleaner	7	26	5	48	Sprightly	6	45	6	18
— 16	Cuckoo	6	28	6	46	Otter	6	15	6	5
— 17	Doterel	6	21	5	55	Gleaner	6	33	6	42
— 18	Zephyr	11	30	6	45	Sprightly	15	28	7	33
— 19	Cuckoo	13	44	6	18	Otter	12	54	6	19
— 20	Doterel	9	37	5	32	Gleaner	8	33	7	15
— 21	Zephyr	10	0	5	51	Sprightly	12	37	7	35
— 22	Cuckoo	10	51	6	38	Otter	11	45	6	50
— 23	Doterel	10	25	6	0	Gleaner	11	7	7	10
— 24	Zephyr	11	26	6	5	Sprightly	12	6	6	52
— 25	Cuckoo	8	20	6	41	Otter	9	53	6	28
— 26	Doterel	12	18	5	56	Gleaner	9	30	6	33
— 27	Zephyr	16	0	5	45	Otter	11	10	5	47
— 28	Sprightly	8	22	7	40	Doterel	16	31	5	34
— 29	Gleaner	13	3	6	29	Cuckoo	7	5	6	35
— 30	Zephyr	6	10	6	33	Otter	6	22	10	0

DATE.	Name of Packet.	Length of Passage To Holyhead.		To Kingstown.		Name of Packet.	Length of Passage To Holyhead.		To Kingstown.	
1838:		H.	M.	H.	M.		H.	M.	H.	M.
Dec. 1	Sprightly	6	44	13	18	Doterel	6	39	14	23
2	Gleaner	6	56	10	11	Cuckoo	6	54	9	59
3	Zephyr	6	27	6	45	Otter	6	19	8	31
4	Sprightly	6	49	10	2	Doterel	6	0	9	32
5	Gleaner	6	7	9	46	Cuckoo	6	7	11	37
6	Zephyr	6	8	11	8	Otter	6	9	11	57
7	Sprightly	6	40	8	44	Doterel	5	52	6	57
8	Gleaner	6	19	8	20	Cuckoo	6	8	7	47
9	Zephyr	6	0	6	35	Otter	5	49	7	39
10	Sprightly	6	3	6	32	Doterel	5	47	5	58
11	Gleaner	6	7	6	8	Cuckoo	6	13	6	20
12	Zephyr	5	53	6	55	Otter	7	37	7	14
13	Sprightly	6	20	6	13	Doterel	5	56	6	15
14	Gleaner	6	13	7	19	Cuckoo	6	30	7	1
15	Zephyr	6	15	6	22	Otter	6	23	6	55
16	Sprightly	6	44	6	0	Doterel	6	13	5	55
17	Gleaner	6	28	6	0	Cuckoo	6	40	6	25
18	Zephyr	6	51	6	2	Otter	6	45	6	10
19	Sprightly	7	42	6	13	Doterel	8	0	6	12
20	Gleaner	8	2	6	55	Cuckoo	6	29	6	54
21	Zephyr	7	7	6	43	Otter	10	38	10	26
22	Sprightly	9	5	7	55	Gleaner	6	26	6	55
23	Cuckoo	11	37	7	3	Doterel	8	22	9	15
24	Zephyr	8	52	6	43	Otter	6	42	7	29
25	Sprightly	7	6	7	49	Gleaner	7	14	7	10
26	Cuckoo	5	56	6	13	Doterel	8	10	5	59
27	Zephyr	5	48	6	13	Otter	5	55	6	20
28	Sprightly	6	15	10	20	Gleaner	6	20	11	23
29	Cuckoo	6	22	11	24	Doterel	6	58	9	14
30	Zephyr	6	45	6	28	Otter	6	34	7	37
31	Sprightly	6	37	7	3 2	Gleaner	6	22	6	47

Holyhead, 4 June 1842.

John Kains, Commander.

LIVERPOOL AND KINGSTOWN PACKETS.

RETURN of the Number of Hours occupied by the GOVERNMENT STEAM PACKETS in their Passages from *Liverpool* to *Kingstown*, and *Holyhead* and *Kingstown*.

(*Mr. Peers Williams.*)

Ordered, by The House of Commons, *to be Printed,* 10 *June* 1842.

317.

Under 2 oz.

STEAM AND SAILING PACKETS.

RETURN to an Order of the Honourable The House of Commons, dated 11 July 1842;—*for*,

A RETURN of the STEAM and SAILING PACKETS employed under the ADMIRALTY for the CONVEYANCE of the MAILS; stating the NAME and TONNAGE of each VESSEL, and where stationed and employed; the NUMBER of OFFICERS and MEN, and the EXPENSE, in the Year 1841, for each of the VESSELS, and the aggregate CHARGE for all the PACKETS; stating, also, as far as the same can be given, the AMOUNT received for the CONVEYANCE of PASSENGERS and PARCELS, and for the POSTAGE, by each of those VESSELS, or the AMOUNT received for the same in the Year 1841, for the several PACKETS, so as to exhibit the Net Charge to the Public, after deducting the Amounts received for Passengers and Postage, &c.

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Printed*,
12 *August* 1842.

A RETURN of the STEAM and SAILING PACKETS employed under the ADMIRALTY for the CONVEYANCE of the MAILS; stating the NAME and TONNAGE of each VESSEL, and where stationed and employed; the NUMBER of OFFICERS and MEN, and the EXPENSE, in the Year 1841, for each of the VESSELS, and the aggregate CHARGE for all the PACKETS; stating, also, as far as the same can be given, the AMOUNT received for the CONVEYANCE of PASSENGERS and PARCELS, and for the POSTAGE, by each of those VESSELS, or the AMOUNT received for the same in the Year 1841, for the several PACKETS, so as to exhibit the Net Charge to the Public, after deducting the Amounts received for Passengers and Postage;—so far as relates to the NAVAL DEPARTMENT.

NAME OF VESSEL.	Tonnage.	Where stationed or employed.	Number of Officers.	Number of Men.	— £. s. d.	Expenses in the Year 1841. £. s. d.	Abate: Amount received for Passages and Parcels. £. s. d.	Net Charge to the Public, so far as relates to the Admiralty. £. s. d.
STEAM VESSELS:								
Medina	889		4	35	23,958 13 9			
Medusa	889	Liverpool	5	35	7,473 9 7			
Merlin	889	and	5	35	7,358 9 7			
Redwing	139	Kingstown	3	16	4,016 6 3			
Urgent	561		5	30	10,166 5 –			
Expense of the Shore Establishment, &c.					3,836 10 6			
						56,809 14 8	13,420 1 6	43,389 13 2
Doterel	237		3	15	2,303 – 4			
Otter	237	Holyhead and	3	15	2,364 – 4			
Sprightly	234	Kingstown	3	15	2,263 – 4			
Zephyr	237		3	15	2,373 – 4			
Expense of the Shore Establishment, &c.					3,197 16 6			
						12,500 17 10	2,588 10 3	9,912 7 7
Adder	241		3	16	2,990 6 1			
Advice	197	Milford	3	16	3,242 6 1			
Jasper	233	and	3	16	3,407 6 1			
Pigmy	227	Waterford	3	16	5,326 6 1			
Prospero	249		4	18	3,424 4 11			
Expense of the Shore Establishment, &c.					1,719 1 4			
						20,109 10 7	1,165 2 6	18,944 8 1
Asp	112	Port Patrick	2	9	1,244 6 3			
Pike	111		2	9	1,116 6 3			
Expense of the Shore Establishment, &c.					229 2 10			
						3,589 15 4	1,027 9 2	2,562 6 2
Dasher	260		3	18	2,881 18 5			
Wildfire	186	Weymouth	3	12	1,390 15 10			
Cuckoo	234		3	17	5,182 3 4			
Expense of the Shore Establishment, &c.					415 13 2			
						9,870 10 9	2,862 9 –	7,008 1 9
Ariel	149		3	9	3,959 2 2			
Beaver	128		3	9	2,992 2 2			
Charon	125		3	1	1,965 8 6			
Dover	224	Dover	3	10	11,668 14 8			
Myrtle	116		3	2	1,005 1 2			
Swallow	133		–	9	1,095 10 1			
Widgeon	164		2	9	1,923 4 8			
Expense of the Shore Establishment, &c.					4,849 5 1			
						29,458 8 6	6,338 10 11 1,000 – –	22,119 17 7
SHIP—Astræa	956	Falmouth	54	86	– – –	8,062 2 9	– – –	8,062 2 9
STEAM VESSELS:								
Acheron	722		11	40	6,916 5 8			
Alecto	800		11	40	7,050 5 8			
Megæra	717	Mediterranean	11	40	6,846 5 8			
Polyphemus	801		10	44	32,170 16 10			
Prometheus	796		10	44	6,927 16 10			
Volcano	720		11	40	4,626 5 8			
						64,537 16 4	3,823 16 4	60,714 – –

NAME OF VESSEL.	Tonnage.	Where stationed or employed.	Number of Officers.	Number of Men.	—	Expenses in the Year 1841.	Abate: Amount received for Passages and Parcels.	Net Charge to the Public, so far as relates to the Admiralty.
					£. s. d.	£. s. d.	£. s. d.	£. s. d.
SAILING VESSELS:								
Alert	358		7	37	3,060 13 7			
Express	362		7	37	3,133 13 7			
Linnet	361		7	37	3,401 13 7			
Crane	359	Falmouth to Brazils, &c.	7	37	2,809 13 7			
Penguin	360		7	37	2,800 13 7			
Peterel	359		7	37	3,046 13 7			
Ranger	363		7	37	2,989 13 7			
Star	358		7	37	3,565 13 7			
Swift	361		7	37	2,859 13 7			
						27,668 2 3	- - -	27,668 2 3
Cockatrice	182		6	27	3,206 10 9			
Hornet	181		6	27	2,324 10 9			
Seagull	279	Rio de Janeiro	6	27	2,490 10 9			
Spider	182		6	27	1,910 10 9			
Viper	183		-	-	- Nil -			
						9,932 3 -	- - -	9,932 3 -
STEAM VESSELS:								
Hecla	817		10	66	6,468 18 6			
Firefly	550		11	40	4,359 5 8			
Flamer	496	West India Islands	11	40	3,634 5 8			
Spitfire	553		11	40	6,273 5 8			
Blazer	527		11	40	9,539 5 8			
Kite	300		10	35	3,445 8 5			
Tartarus	523		11	34	4,034 1 -			
						37,754 10 7	- - -	37,754 10 7
SAILING VESSELS:								
Pandora	319		6	27	2,579 10 9			
Delight	233		6	27	2,561 10 9			
Hope	231		6	27	2,628 10 9			
Lyra	236		6	27	2,165 10 9			
Magnet	237		6	27	2,334 10 9			
Pigeon	231	Falmouth, West Indies, N. America, &c.	6	27	2,272 10 9			
Skylark	235		6	27	2,152 10 9			
Tyrian	233		6	27	2,190 10 9			
Lapwing	228		6	27	2,475 10 9			
Mutine	231		6	27	2,067 10 9			
Reindeer	230		6	27	2,103 10 9			
Sheldrake	228		6	27	2,849 10 9			
Spey	231		6	27	1,984 10 9			
						30,365 19 9	- - -	30,365 19 9
BY CONTRACT VESSELS		Liverpool and Kingstown	-	-	- - -	9,748 1 -	- - -	9,748 1 -
		Liverpool and Isle of Man	-	-	- - -	850 - -	- - -	850 - -
		Aberdeen and Lerwick	-	-	- - -	900 - -	- - -	900 - -
		Falmouth and Scilly Islands	-	-	- - -	55 - -	- - -	55 - -
		London and Hamburgh	-	-	- - -	17,000 - -	1,000 - -	16,000 - -
		Falmouth and Peninsula	-	-	- - -	30,666 - -	- - -	30,666 - -
		Falmouth and Alexandria	-	-	- - -	20,910 14 3	- - -	20,910 14 3
		Alexandria and Beyrout	-	-	- - -	1,969 - -	- - -	1,969 - -
		West India Islands	-	-	- - -	5,225 - -	- - -	5,225 - -
		Halifax, Boston and Bermuda	-	-	- - -	1,363 11 9	- - -	1,363 11 9
		Liverpool, Halifax and Boston	-	-	- - -	45,531 10 -	- - -	45,531 10 -
		Halifax and Bermuda	-	-	- - -	3,152 15 -	- - -	3,152 15 -
		Halifax & St. John's, Newfoundland	-	-	- - -	2,939 2 -	- - -	2,939 2 -
					£.	450,970 6 4	*33,225 19 8	417,744 6 8

* *Mem.*—Exclusive of Postage, the amount of which is not known at the Admiralty.

Admiralty, 10 August 1842.

R. Dundas,
For Acct Genl of the Navy.

Sir, General Post Office, July 28, 1842.

I AM commanded by the Postmaster-General to acknowledge the receipt of your letter of the 13th instant, with copy of an Order of The House of Commons, dated 11th instant, requiring a Return of the amount of Postage by certain Vessels in the year 1841; and I am directed to acquaint you, that it is not in his Lordship's power to furnish the information.

I have the honour to be,
Sir,
Your obedient, humble Servant,
W. L. Maberly,
Secretary.

Sir G. Clerk, Bart., &c. &c. &c.,
Treasury Chambers.

STEAM AND SAILING PACKETS.

RETURN of STEAM and SAILING PACKETS employed under the ADMIRALTY for the CONVEYANCE of the MAILS, EXPENSE of the PACKET SERVICE, &c.

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Printed,*
12 *August* 1842.

557. *Under* 1 oz

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons, dated 22 June 1842;—*for*,

1.—A RETURN of the EXPENSE incurred by the POST OFFICE in conveying the MAIL to and from *Shetland*, *Orkney*, *Stornaway*, *Skye*, *Harris*, *Islay*, *Arran*, or other *Scottish* Islands, to which a Mail is despatched; specifying separately for each Place the Frequency of the Communication in the Week, the Annual Charge to the Post Office, the Average Number of Letters to and from by each Mail, and the Sums, if any, contributed in any case by the Inhabitants towards the Post Communication Expenses.

2.—A like RETURN as respects the *Isle of Man*.

3.—A like RETURN as respects the Islands of *Jersey* and *Guernsey*.

4.—A COPY of the RULES and REGULATIONS observed by the POST OFFICE in the Establishment of MONEY ORDER POST OFFICES, and of the Limitations as to the Circumstances of Places under which that Privilege is restricted.

General Post Office,
10 August 1842.

W. L. Maberly,
Secretary.

—1.—

PLACES.	Frequency of the Communication.	Annual Charge to the Post Office.	Average Number of Letters to and from by each Mail.	Sum contributed by the Inhabitants towards the Post Communication Expenses.
		£. s. d.		
SHETLAND	Once a week, by steamer, during the summer months; in the winter, once a fortnight, by sailing-vessel, weather permitting.	cannot be stated	1,746	nil.
ORKNEY	Six times per week, weather permitting, by mail-boats across the Pentland Frith.	240 – –*	380	nil.
STORNAWAY	Twice a week, by sailing-vessel, weather permitting.	250 – –	100	nil.
SKYE	Three times a week, by ferry at Kyleakin	9 – –	611	nil.
HARRIS	Three times a week, by sailing-vessel, weather permitting.	nil	20	† average, 180 *l.* per annum.
LONG ISLAND	Ditto – – – – ditto – – – –	42 – –‡	150	average, 200 *l.* per annum.
BUTE	Nineteen times weekly, in summer	100 – – (includes also mails to Dunson, Tarbert and Lochgilphead.)	95	nil.
ARRAN	Six – – ditto – – ditto – – –	30 – –	132	nil.
MULL	Three – – ditto – – ditto – – –	51 16 –	281	nil.
CUMBRAE	Six – – ditto – – ditto – – –	5 – –	70	nil.
ISLAY JURA	Four – – ditto – – ditto – – –	52 16 –	192	nil.

—2.—

ISLE OF MAN	Twice per week, each way, during the whole year, is required by the contract; but the contractors have hitherto carried six mails per week to and from the Island, during the summer, from 1st June to 1st September, without additional charge; the continuance of this is optional.	4*l.* 4*s.* per annum for a porter at Liverpool, who takes charge of the mails to and from the Post-office; and 4*l.* 4*s.* per annum for a porter at Douglas, who takes charge of the mails to and from the Post-office and the packets.	4,246	nil.

—3.—

JERSEY and GUERNSEY	The packets make two voyages weekly, between Weymouth and Jersey and Guernsey, each way	cannot be stated	Jersey – 1,844 Guernsey 1,397	nil.

* The mail boats across the Pentland Frith are paid 8 *s.* per trip.
† The packet between Uig and Harris is paid 35 *s.* per trip.
‡ The packet between Dunvegan and the Long Island is paid 2 *l.* per trip.

—4.—A COPY

— 4. —

A COPY of the RULES and REGULATIONS observed by the POST OFFICE in the Establishment of MONEY ORDER POST OFFICES, and of the Limitations as to the Circumstances of Places under which that Privilege is restricted.

THE privilege of granting and paying Money Orders is confined to such places as are post towns, it not having been extended to sub-offices and receiving-houses.

General Post Office,
10 August 1842.

W. L. Maberly,
Secretary.

POST OFFICE.

RETURN of the EXPENSE of conveying the MAILS to and from the *Scottish* Islands, the *Isle of Man*, *Guernsey* and *Jersey*, and REGULATIONS respecting MONEY ORDER POST OFFICES.

(*Sir Charles Lemon.*)

Ordered, by The House of Commons, *to be Printed,*
12 *August* 1842.

MAILS CONVEYANCE.

RETURN to an Order of the Honourable The House of Commons, dated 7 February 1840 ;—*for*,

COPY of any Charter granted to any Joint Stock Company formed for carrying Mails to the Colonies.

Ordered, by The House of Commons, *to be Re-printed*, 3 *February* 1843.

Extract from Patent Roll of the Second Year of the Reign of Queen Victoria.

Royal Mail Steam-Packet Company Charter.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, To all to whom these presents shall come, greeting :—Whereas it is expedient that the transmission of the Mails for the conveyance of Letters from Great Britain to the West Indies, and elsewhere, should be conducted through the medium of a regular succession of steam or other vessels, to be specially employed for that purpose: And whereas it is considered that it will be for the advantage and convenience of the public service that such steam and other vessels should be furnished through the medium of merchants and other persons of capital: And whereas the several persons hereinafter named, and others, have united together to enter into contracts with Her Majesty's Government for the conveyance of the mails to and from Great Britain and the West India Islands, and North and South America, and other foreign parts, and for that purpose to establish a regular supply of steam and other vessels, and the said persons propose to open a subscription for raising a capital of 1,500,000*l.* sterling, for the purpose of carrying on the business of the said undertaking, and have humbly besought Us to grant to them and the other subscribers of such capital Our Charter of Incorporation, which we are minded to do on the conditions hereinafter mentioned: Now Know ye, that as well upon the prayer of the said persons and others, as also of Our especial grace, certain knowledge, and mere motion, We have given, granted, made, ordained, constituted, declared, and appointed, and by these presents, for Us, Our heirs and successors, do give, grant, make, ordain, constitute, declare, and appoint, that John Irving, Andrew Colvile, Thomas Baring, George Brown, James Cavan, Robert Cotesworth, Henry Davidson, Russell Ellice, George Hibbert, John Irving the younger, William Skinner Marshall, Patrick Maxwell Stewart, Thomas Masterman, and Abraham George Robarts, Esqrs., or such of them as shall become subscribers of not less than 2,000*l.* each, towards the capital or joint stock hereinafter mentioned in the manner hereinafter provided, together with such and so many other person or persons, bodies politic or corporate, as shall become subscribers of or towards the capital or joint stock hereinafter mentioned in manner hereinafter provided, and such other person or persons, bodies politic or corporate, as shall from time to time in the manner hereinafter provided become a proprietor or proprietors of any part of such capital or joint stock, not being a fractional part of 100*l.* of such stock, shall be one body politic and corporate, in deed and in name, by the name of "The Royal Mail Steam-Packet Company;" and by that name shall and may sue and be sued, implead and be impleaded, in all courts, whether of law or equity, and shall have perpetual succession, with a common seal, which may be by them changed or varied at their pleasure: And We do declare that the said corporation shall be established for the purpose of providing vessels to be impelled by steam or any other power, together with all engines, machinery,

articles, matters, and things necessary for the same, and of employing the same upon such stations as may from time to time be contracted for by the proper authorities in that behalf, for the transmission of the mails to and from Great Britain, the West Indies, North and South America, and such other foreign parts as the public service may require: And We do further declare and ordain, that the capital or joint stock of the said corporation shall consist of the sum of 1,500,000 *l.* sterling, to be subscribed in 15,000 shares of 100 *l.* each, and that all such capital or joint stock, and the profits and advantages thereof, shall be and be deemed personal estate, and be transmissible accordingly: And We will and direct, that books shall be opened for taking subscriptions to the said capital or joint stock, and that all and every person and persons, bodies politic or corporate, by and from whom any subscription shall be made and accepted, and any payment on account thereof made pursuant to the provisions herein contained for that purpose for or towards the raising of the said capital of 1,500,000 *l.* sterling as aforesaid, his, her, or their successors, executors, administrators, and assigns respectively (no such subscription being for less than 100 *l.* sterling, and being either the sum of 100 *l.* or some multiple of 100 *l.*), shall have and be entitled to a share of and in the said capital or joint stock of the said corporation, in proportion to the monies which he, she, or they shall have so subscribed towards making up the same, and shall have and be entitled to a proportionable share of the profits and advantages attending the capital stock of the said corporation, and shall be admitted to be a proprietor or proprietors of and in the same: And We do further declare and ordain, that the said corporation shall cause the names and designations of the several persons, and the names of the bodies politic or corporate who shall subscribe for or become entitled to any share of the capital stock of the said corporation, with the amount of such share, to be fairly and distinctly entered in a book or books to be kept by their clerk or secretary, and that the several persons, bodies politic or corporate, who shall subscribe for or have or hold any share or shares of the said capital stock, shall and they are hereby required to pay the sum or sums of money by them respectively subscribed, at such times and places, to such persons, and in such manner as shall be ordered and directed by any court of directors for the time being of the said corporation, pursuant to the provisions herein contained: provided always, and We do further will and declare, that it shall not be lawful for the said corporation to commence business by employing any such vessels for the purposes of such contracts, or any of them or otherwise, under and by virtue of these presents, until the sum of 300,000 *l.* shall actually have been paid up on account of such capital stock; and that it shall be lawful for the several proprietors of the said corporation, their executors, administrators, successors, and assigns, to sell and transfer any share of the capital stock of the said corporation of which they shall respectively be possessed, or any part thereof (not being less than 100 *l.* of such stock, and being either the sum of 100 *l.* or some multiple of 100 *l.* of such stock), and that every such transfer shall be in such form and to such effect as shall be devised by the court of directors for the time being of the said corporation; and every such transfer shall be under the hand or hands or common seal of the proprietor or proprietors so transferring such stock, or of some person or persons lawfully authorized for that purpose by some writing under the hand or hands or common seal of such proprietor or proprietors, underneath which transfer the person or persons, bodies politic or corporate, to which such transfer shall be expressed to be made, or some person by him, her, or them lawfully authorized by writing, shall sign his, her, or their name or names, or affix their common seal, signifying the acceptance of such transfer, which said transfer shall be made and entered or registered in a book to be kept by the said corporation for that purpose, and that such transfer so to be executed as aforesaid shall effect the transfer of such stock, and shall convey the whole estate and interest therein of the proprietor or proprietors so transferring or authorizing the same to be transferred to the person or persons, body politic or corporate, so taking or accepting the same, which person or persons, body politic or corporate, shall thereby forthwith become in all respects proprietor or proprietors of the said corporation in respect of such stock in the place of such proprietor or proprietors so transferring the same, and that until such transfer shall be made and entered in such book in manner aforesaid, no person or persons, or body politic or corporate, claiming an interest in any such stock by purchase or otherwise, shall be deemed the proprietor thereof; and that a copy of such transfer, to be extracted

extracted from the same book wherein the same is entered and signed by the clerk, secretary, or other officer of the said corporation, duly authorized thereto, shall be sufficient evidence of every such transfer, and be admitted and received as such: And We do further will and ordain, that general meetings of the proprietors of the said corporation shall, from time to time, be assembled at such times and places in London or Middlesex as the court of directors shall direct, but so that at least one such meeting shall be held in every year, and that notice of the said general meetings shall be given to the said proprietors in such manner as the court of directors shall think proper; and that at every general meeting the chairman for the time being of the said corporation shall be chairman of such meeting, or in case of his absence or declining to take the chair, the deputy chairman for the time being of the said corporation shall be the chairman of such meeting; and in case neither of those officers should be present and consent to take the chair, then any proprietor shall be appointed chairman of such meeting by the proprietors present thereat; and every such chairman shall be entitled to his vote or votes as a proprietor; and in case of any equality of votes he shall, in addition thereto, also have the casting or deciding vote; and the orders and proceedings of every general meeting shall be entered in a book or books, to be kept for that purpose, and shall be signed by the chairman of such meeting; and such orders and proceedings, signed as aforesaid, shall be allowed to be read in evidence in all courts and places whatsoever: And We do further will and ordain, that the said corporation shall have power and authority, at any special general meeting, convened for that purpose, to remove any member of the court of directors, or any auditor of the said corporation for the time being nominated, or to be elected by virtue of this charter, for misconduct or any other reasonable cause, and to elect any other proprietor, who shall be at least entitled to 2,000*l.* in the capital stock of the said corporation in his stead, and from time to time to elect any other proprietor qualified as aforesaid instead of any chairman, deputy chairman, or other director or auditor for the time being of the said corporation who shall go out of office, or shall die, or resign, or cease to be a proprietor in the said corporation, or to be entitled to 2,000 *l.* stock therein; and also to settle the amount of the remuneration to be made to the directors and auditors for their services: And We do further will and ordain, that previously to every yearly general meeting an account shall be prepared by the court of directors of the debts and assets of the said corporation, with an account of the profits made in the year ending the 31st day of December preceding such general meeting for the time being, as near as the same can be ascertained, and with all such other information as may to the directors seem necessary to be given, or as may be required by any bye-laws of the said corporation, which account shall be signed by at least one of the auditors of the said corporation, and shall be laid before such meeting, to be audited and settled as aforesaid; and for the better ordering and governing the affairs of the said corporation, and for making and establishing a continual succession of persons to be directors of the said corporation, We do by these presents, for Us, Our heirs and successors, grant unto the said Royal Mail Steam-Packet Company, and their successors, and We do hereby order and appoint, that there shall be from time to time constituted, in manner hereinafter mentioned, out of the members of the said corporation, a chairman and deputy chairman of the said corporation, who shall also be directors, and such other number of directors, not exceeding ten, as a special court of directors shall from time to time determine, and two auditors of the said corporation, which chairman, deputy chairman, and other directors, or any three of the several directors, shall constitute and be called a court of directors, for the ordering, managing, and directing, in the manner and under the provisions hereinafter contained, the affairs of the said corporation, and that the said John Irving shall be the first chairman, the said Andrew Colvile the first deputy chairman, and the said Thomas Baring, George Brown, James Cavan, Robert Cotesworth, Henry Davidson, Russell Ellice, George Hibbert, John Irving the younger, William Skinner Marshall, and Patrick Maxwell Stewart, the first ten other directors of the said corporation, in addition to the said chairman and deputy chairman, and that the said Thomas Masterman and Abraham George Robarts shall be the first auditors of the said corporation, and that the said chairman, deputy chairman, and ten other directors, and the said auditors, shall continue in their respective offices until the yearly general meeting, to be holden in the month of July 1841, and afterwards until others shall be duly elected in

their stead: And We do further will and ordain, that the chairman and deputy chairman of the corporation respectively shall from time to time be elected from amongst themselves by the court of directors for the time being, and for such period as to them shall seem meet: And We do further will and ordain, that any member of the said court of directors, or any auditor, may at any time vacate his office by sending in his resignation in writing to the office of the said corporation in London or Middlesex; and in case any member of the said court, or any auditor, shall, during the continuance of his respective office, by transfer, forfeiture, bankruptcy, or otherwise, reduce the amount of stock held by him in the said corporation below 2,000*l.*, or otherwise shall become disqualified to be a member of the said court, or shall be removed by any general meeting as aforesaid, then and in every such case the office of such member of the said court, or of such auditor, as the case may be, shall instantly become vacant: And We do further will and ordain, that the court of directors of the said corporation shall have power to manage, superintend, regulate and control all the affairs and concerns of the said corporation, and to appoint all the agents, officers and servants thereof, as well in the United Kingdom of Great Britain and Ireland, as abroad, and to fix their respective salaries or wages, and from time to time to remove or discharge any such agents, officers or servants, and to appoint others in their stead; and to make such rules, orders and bye-laws for the good government of the said company, and for regulating the transfer of the shares in the capital stock thereof, and for making calls in respect of such stock, and enforcing the payment thereof, and for forfeiting any shares, in respect of which such calls shall not be duly paid, and also for regulating the proceedings at the general meetings of the proprietors of the said corporation, and of the meetings of the court of directors, and for declaring dividends out of the profits to be made by the said corporation, and generally for the superintendence and management of the said corporation, and from time to time to alter and repeal the said rules, orders and regulations, or any of them, in such manner as the said court shall from time to time think expedient or proper: provided always, that all such rules, orders and bye-laws as shall from time to time be in force, shall be fairly entered and written in a book or books to be kept for that purpose, at the office of the said corporation in London or Middlesex, and be open to the inspection of the proprietors of the said corporation at all reasonable times; and that such book, or any copy or extract therefrom, signed by the clerk or secretary of the said corporation, shall be allowed to be received and read in evidence in all courts and places whatsoever: And We further will and ordain, that the said court of directors shall have power to order and dispose of the custody of their common seal, and the use and application thereof, and to execute all the powers hereby given to the said corporation: And We do further, for Us, Our heirs and successors, grant unto the said Royal Mail Steam-Packet Company and their successors, and We do will and direct that it shall and may be lawful for the said corporation, from time to time, out of the funds and property of the said corporation, to build, purchase or contract for such vessels, steam-engines, apparatus, articles and materials as may appear to them necessary for the purposes of the said corporation, and may contract for, hire and provide such sailing vessels as may be necessary for carrying on the business of the said corporation: provided always, that it shall not be lawful for the said corporation to employ such vessels for the conveyance of passengers, specie and other merchandize, except to and from such ports and places, and at such times as may be defined in any contract or contracts for the time being in course of fulfilment for the conveyance of the mails: And We do further ordain and declare, that it shall be lawful for the said corporation, notwithstanding the statutes of mortmain, or any other statutes or laws, or any thing herein contained to the contrary thereof, to purchase, take, hold and enjoy to them and their successors such wharfs, docks, houses, offices, buildings, lands and other hereditaments, and also such ships and vessels as shall from time to time be actually and *bonâ fide* necessary and proper for the purpose of managing, conducting and carrying on the affairs, concerns and business of the said corporation, but not for any other purposes, nor so as to be in any manner made instrumental for the purposes of speculation; and to sell, convey and dispose of the same respectively when not wanted for the purpose of their said business: And We do hereby grant unto all and every person and persons, and bodies politic or corporate, who are or shall be otherwise competent, Our special license and authority to grant, sell, alien and convey in mortmain unto and to the use of the said corporation and their successors any

such

such wharfs, docks, houses, offices, buildings, lands, and other hereditaments, and any such ships or vessels whatsoever as aforesaid accordingly: And We do for Us, Our heirs and successors, grant and declare that these Our Letters Patent, or the inrolment thereof, shall be in and by all things valid and effectual in the law, according to the true intent and meaning of the same, and shall be recognized as valid and effectual by all Our Courts and Judges in Our United Kingdom of Great Britain and Ireland, and all other officers, persons, and bodies politic or corporate whom it doth, shall, or may concern; and that the same shall be taken, construed, and adjudged in the most favourable and beneficial sense, and for the best advantage of the said corporation, as well in Our several Courts of Record in Our United Kingdom of Great Britain and Ireland, or elsewhere, notwithstanding any non-recital, mis-recital, uncertainty, or imperfection in these Our Letters Patent. In witness, &c. Witness, &c. the 26th day of September.

By writ of Privy Seal.

(Examined) *Henry Gawler*,
Surveyor and Comptroller of the Hanaper.

MAILS CONVEYANCE.

COPY of any CHARTER granted to any Joint Stock Company formed for carrying MAILS to the COLONIES.

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Re-printed,*
3 *February* 1843.

2.
287 *of* 1840.

Under 1 *oz.*

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons, dated 27 February 1843;—*for*,

RETURNS, to show, in Columns, the Amount of Gold, Bank Notes, and other Valuables contained in Letters which have been consigned to the Dead Letter Offices in *London*, *Edinburgh*, and *Dublin* respectively, in each Year, since the last Return was made, and which had been opened because the Parties to whom they were addressed had not been found; the Return to show the Application of the said Monies and Valuables in each Year, and the Sum Total thereof since the last Return was made:

Also, of the Number and Amount of Money Orders Issued and Paid in *Scotland* and *Ireland* during each Quarter, from the Quarter ending the 5th day of April 1839 to that ending the 5th day of January 1842 inclusive (and corresponding to the Return made for *England* and *Wales*, and for *London*, being No. 288 of the last Session):

Showing, in Columns, the Cost of Management of the Money Order Offices in *London*, *Edinburgh*, and *Dublin* respectively during each Quarter, from the Quarter ending the 5th day of April 1839 to that ending the 5th day of April 1842 inclusive, with the Amount of the Per Centage received in each of the above Quarters for Money Orders Issued throughout *England*, *Scotland*, and *Ireland*, as above, with the Application thereof in paying the Cost of Management and otherwise.

(Mr. Wallace.)

Ordered, by The House of Commons, *to be Printed*,
6 *March* 1843.

RETURN showing the Amount of GOLD, BANK NOTES, and other Valuables contained in LETTERS which have been consigned to the DEAD LETTER OFFICES in *London*, *Edinburgh*, and *Dublin* respectively, in each Year, since the last Return was made, and which had been opened because the Parties to whom they were addressed had not been found; and showing the Application of the said Monies and Valuables in each Year, and the Sum Total thereof, since the last Return was made.

		PARTICULARS OF THE LETTERS.			APPLICATION OF ENCLOSURES.	
		Amount in Gold, Bank Notes, Silver, and Copper.	Amount in Bank Post Bills, Bills of Exchange, Promissory Notes, Checks, Money Orders, and other Articles of Value.	Total Amount Received in each Year.	Amount Restored to the Owners.	Amount paid into the Revenue.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
LONDON:	1837	3,983 13 1	425,164 4 11	429,147 18 –	3,937 5 5	46 7 8
	1838	4,827 9 1	377,896 10 7	382,723 19 9	4,780 16 10	46 12 4
	1839	4,246 3 8	* 514,661 2 7	518,907 6 3	The "Dead" Letters not having remained three years in the Office, the net amount for these columns cannot be ascertained.	
	1840	7,446 14 1	326,189 8 9	333,636 2 10		
	1841	8,394 4 –	254,410 17 8	262,805 1 8		
	£.	28,898 4 –	1,898,322 4 6	1,927,220 8 6	8,718 2 3	93 – –
EDINBURGH:	1837	77 13 8	3,427 1 6	3,504 15 2	3,500 18 4	3 16 10
	1838	144 11 4	9,167 7 6	9,311 18 10	9,311 18 9	– – 1
	1839	103 1 7	10,298 6 7	10,401 8 2	10,398 3 2	3 5 –
	1840	225 7 10	13,956 14 9	14,182 2 7	14,171 1 3	11 1 4
	1841	145 7 2	19,932 12 7	20,077 19 9	20,073 5 6	4 14 3
	£.	696 1 7	56,782 2 11	57,478 4 6	57,455 7 –	22 17 6
DUBLIN:	1837	862 13 2	13,189 19 1	14,052 12 3	14,042 19 3	9 13 –
	1838	296 5 –	25,699 – 2	25,995 5 2	25,985 17 7	9 7 7
	1839	292 – –	14,585 7 5	14,877 7 5	14,858 17 10	The amount paid into the Revenue for these three years cannot be stated, several of the letters being in course of delivery.
	1840	1,076 – –	24,944 4 –	26,020 4 –	26,007 4 –	
	1841	303 5 –	19,818 16 3	20,122 1 3	20,111 4 11	
	£.	2,830 3 2	98,237 6 11	101,067 10 1	101,006 3 7	19 – 7
TOTALS:	London	28,898 4 –	1,898,322 4 6	1,927,220 8 6	8,718 2 3	93 – –
	Edinburgh	696 1 7	56,782 2 11	57,478 4 6	57,455 7 –	22 17 6
	Dublin	2,830 3 2	98,237 6 11	101,067 10 1	101,006 3 7	19 – 7
	£.	32,424 8 9	2,053,341 14 4	2,085,766 3 1	167,179 12 10	134 18 1

These two amounts only so far as they can be given.

There are also a few articles of jewellery, watches, &c., and things of trifling value not included in this Return, the greater part of which have been restored to the owners; the remainder being sold, and the proceeds paid into the Revenue.

* These Bills, &c. have all either been restored to the owners or destroyed by their authority. The amount in each case cannot be ascertained, no account of them having been kept.

28 January 1843.

C. Newton, Inspector of Dead Letters.

RETURN of the Number and Amount of Money Orders Issued and Paid in *Scotland* and *Ireland* during each Quarter, from the Quarter ending 5th April 1837 to that ending the 5th January 1842 (and corresponding to the Return made for *England* and *Wales*, and for *London*, being No. 288 of the last Session).

	For the Quarters ended	ISSUED. Number.	ISSUED. Amount.	PAID. Number.	PAID. Amount.	TOTAL. Number.	TOTAL. Amount.
			£. s. d.		£. s. d.		£. s. d.
SCOTLAND:	1839, 5 April	2,783	4,625 4 5	3,483	6,159 2 6	6,266	10,784 6 11
	1839, 5 July	4,568	6,568 12 11	4,625	8,455 16 6	9,193	15,024 9 5
	1839, 5 October	4,266	6,907 10 9	4,510	8,076 15 1	8,776	14,984 5 10
	1840, 5 January	4,566	7,664 11 3	4,991	9,023 7 2	9,557	16,687 18 5
	1840, 5 April	7,803	11,396 14 9	8,318	13,293 19 11	16,121	24,690 14 8
	1840, 5 July	11,165	17,555 11 11	11,132	17,613 13 5	23,297	35,169 5 4
	1840, 5 October	13,375	18,486 5 7	11,508	18,035 8 10	24,883	36,521 14 5
	1841, 5 January	19,183	33,541 12 2	19,942	34,429 15 1	39,125	67,971 7 3
	1841, 5 April	26,774	49,057 12 7	26,288	50,579 5 11	53,062	99,636 18 6
	1841, 5 July	34,618	62,466 18 –	31,396	61,297 8 4	66,014	123,764 6 4
	1841, 5 October	35,382	64,307 3 2	33,166	62,800 19 11	68,548	127,108 3 1
	1842, 5 January	40,786	78,323 19 7	42,049	81,470 2 11	82,835	159,794 2 6
IRELAND:	1839, 5 April	6,311	9,788 13 9	8,405	12,731 7 5	14,716	22,520 1 2
	1839, 5 July	6,985	11,192 11 8	11,887	18,104 8 6	18,872	29,297 – 2
	1839, 5 October	6,833	10,942 – 1	12,640	19,326 – –	19,473	30,268 – 1
	1840, 5 January	7,804	12,357 9 4	11,329	17,422 1 3	19,133	29,779 10 7
	1840, 5 April	9,784	13,701 3 7	14,277	19,160 2 4	24,061	32,861 5 11
	1840, 5 July	11,520	15,675 5 2	22,616	29,428 10 7	34,136	45,103 15 9
	1840, 5 October	12,785	17,178 12 8	26,213	33,904 3 2	38,998	51,082 15 10
	1841, 5 January	19,418	30,261 8 3	26,282	38,465 19 6	45,700	69,087 7 9
	1841, 5 April	26,526	44,731 17 5	31,969	50,419 – 4	58,495	95,150 17 9
	1841, 5 July	29,353	50,347 18 7	40,431	60,694 11 5	69,784	111,042 10 –
	1841, 5 October	31,382	53,965 17 –	43,775	66,404 13 10	75,157	120,370 10 10
	1842, 5 January	37,909	66,353 19 8	42,476	68,379 8 5	80,385	134,733 8 1

RETURN showing the Cost of Management of the Money Order Offices in *London*, *Edinburgh*, and *Dublin* respectively, during each Quarter, from the Quarter ending the 5th day of April 1839 to that ending the 5th day of April 1842 inclusive, with the Amount of the Per Centage received in each of the above Quarters for Money Orders Issued throughout *England*, *Scotland*, and *Ireland*, as above; with the Application thereof in paying the Cost of Management and otherwise.

QUARTERS ENDED	ENGLAND. Cost of Money Order Office in London.	ENGLAND. Per Centage received on Money Orders Issued.	SCOTLAND. Cost of Money Order Office in Edinburgh.	SCOTLAND. Per Centage received on Money Orders Issued.	IRELAND. Cost of Money Order Office in Dublin.	IRELAND. Per Centage received on Money Orders Issued.	Application of Per Centage.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
5 April 1839	216 2 9	1,104 12 5	32 10 –	95 13 –	82 10 –	215 12 –	Paid into the Revenue.
5 July —	243 – 6	1,244 – –	37 18 4	134 4 –	127 8 –	240 14 –	
5 October —	323 7 3	1,343 18 –	37 17 6	143 3 –	168 15 –	237 16 –	
5 January 1840	345 6 –	1,482 10 –	37 19 2	158 19 6	163 7 –	270 1 –	
5 April —	461 3 9	2,659 16 6	56 13 9	254 18 6	160 17 6	321 7 –	
5 July —	525 5 2	3,269 7 –	64 14 2	386 17 –	188 15 –	370 14 6	
5 October —	603 5 4	4,129 6 6	77 9 4	417 5 6	246 – –	410 6 –	
5 January 1841	942 9 10	4,226 3 9	112 18 7	417 4 6	276 5 –	422 10 9	
5 April —	1,352 13 4	4,671 13 –	148 17 9	433 13 3	369 15 –	417 6 3	
5 July —	1,668 15 5	4,983 5 8	169 1 8	552 3 –	373 2 1	466 8 –	
5 October —	2,011 15 4	5,606 15 –	194 17 6	569 2 6	386 6 8	497 16 –	
5 January 1842	1,941 14 6	6,649 12 6	177 10 –	672 14 3	397 10 –	606 19 –	
5 April —	2,148 18 8	7,166 9 9	184 2 6	644 16 3	428 7 1	618 2 3	

The cost of management of the Money Order Offices in London, Edinburgh, and Dublin, as here stated, includes salaries only.

Examined,
C. T. Court, Accountant-General.

General Post Office,
28 January 1843.

W. L. Maberly, Secretary.

POST OFFICE.

RETURN of the Amount of Gold, Bank Notes, and other Valuables contained in Money Letters consigned to the Dead Letter Offices; Money Orders Issued; and Cost of the Money Order Offices.

(Mr. Wallace.)

Ordered, by The House of Commons, *to be Printed*,
6 *March* 1843.

Under 1 *oz.*

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons, dated 11 March 1843;—*for*,

COPIES of any Correspondence which may have taken place relative to Mr. *Rowland Hill*'s Appointment to, and Removal from, the Situation recently filled by him in connexion with the Post-office.

Whitehall, Treasury Chambers, 17 March 1843. G. CLERK.

Ordered, by The House of Commons, *to be Printed*, 22 *March* 1843.

Sir, 6, Adelphi Terrace, 13 September 1839.

I HAVE consulted my friends with reference to the offer you did me the honour to make me on Tuesday last, and finding the view I then took fully confirmed by their opinions, and by my own subsequent reflection, I must beg very respectfully to decline the offer on the conditions you have named.

The enclosed letter from my brother, Mr. M. D. Hill, so well expresses the reasons for the course I am now adopting, that I take the liberty of enclosing it for your perusal. As the original is not written in a very legible hand, I have, in order to save your time, obtained a copy.

In conformity with the views therein contained, I now beg leave to make a distinct bonâ fide offer of my services for two years without any remuneration whatever, and without any understanding that I shall be remunerated hereafter; merely stipulating that you will afford me sufficient power and sufficient assistance to secure the proper and efficient execution of my plan. But should you not approve of my giving my services gratuitously, then I propose either that the question of salary may be postponed till the end of the two years, by which time the nature and extent of my labours will have been fully ascertained, or that my salary may now be fixed at a sum equal to that given to the Secretary to the Post-office: viz. 1,500*l.* per annum.

With your permission I will wait upon you to afford any explanation which may be required at 4 o'clock, unless you should express a desire to see me earlier.

I have, &c.

To the Right Hon. the Chancellor of the Exchequer, &c. &c. &c.

(signed) *R. Hill.*

Copy of Enclosure in the above.

Dear Rowland, Leicester, 12 Sept. 1839.

Before I give you my opinion, I think it better to prevent the possibility of misapprehension, by putting in writing the heads of what you have reported to me as having occurred at the interview between the Chancellor of the Exchequer and yourself on Tuesday, respecting your proposed employment by the Government in carrying your plan of Post-office reform into operation.

You state that Mr. Baring, having regard to what had been arranged between Lord Monteagle and himself, offered to engage your services for two years for the sum of 500*l.* per annum; you, for that remuneration, undertaking to give up your whole time to the public service. That on your expressing surprise and dissatisfaction at this proposal, the offer was raised to 800*l.*, and subsequently to 1000*l.* per annum. You state that your answer to these proposals

was, in substance, that you were quite willing to give your services gratuitously, or to postpone the question of remuneration until the experiment can be tried; but that you could not consent to enter upon such an undertaking on a footing in any way inferior to that of the Secretary to the Post-office. You explained, you say, the object which you had in view in making this stipulation—you felt that it was a necessary stipulation to ensure you full power to carry the measure into effect.

I have carefully considered the whole matter in all its bearings, and I cannot raise in my mind a doubt of the propriety of your abiding by these terms; and I will set down, as shortly as I can, the reasons which have occurred to me to show that the course you have taken was the only one really open to you.

It is quite clear that to insure a fair trial for your plan you will require great powers; that Ministers will not interfere with you themselves, nor, as far as they can prevent it, suffer you to be thwarted by others, I can readily believe, but I am not so sure of their power as I am of their goodwill. You have excited great hostility at the Post-office—that we know as a matter of fact; but it must have been inferred if the fact had not been known. It is not in human nature that the gentlemen of the Post-office should view your plan with friendly eyes. If they are goodnatured persons, as I dare say they are, they will forgive you in time; but they have much to overlook. That a stranger should attempt to understand the arcana of our system of postage better than those whose duty it was to attain to such knowledge was bad enough; that he should succeed, was still worse; but that he should persuade the country and the Parliament that he had succeeded is an offence very difficult to pardon. Now, you are called upon to undertake the task of carrying into action, through the agency of these gentlemen, what they have pronounced preposterous, wild, visionary, absurd, clumsy, and impracticable. They have thus pledged themselves, by a distinct prophecy, repeated over and over again, that the plan cannot succeed. I confess I hold in great awe prophets who may have the means of assisting in the fulfilment of their own predictions. Believe me, you will require every aid which Government, backed by the country, can give you to conquer these difficulties. You found it no easy task to defeat your opponents in the great struggle which is just concluded; but what was that to what you are now called upon to effect? no less an enterprise than to change your bitter enemies into hearty allies, pursuing your projects with goodwill, crushing difficulties instead of raising them, and using their practical knowledge, not to repel your suggestions and to embarrass your arrangements, but to use that same knowledge in your behalf, aiding and assisting in those matters where long experience gives them such a great advantage over you, and which may be turned for or against you at the pleasure of the possessors.

To try this great experiment, therefore, with a fair chance of success, it must be quite clear that you have the confidence of the Government; and that can only be shown by their advancing you to an equality, at least, with the principal executive officer among those with whose habits and prejudices you must of necessity so much and so perpetually interfere. Have you made Mr. Baring sufficiently aware of the numerous, I might say numberless, innovations, which your plan of necessity implies? The reduction of postage and the modes of prepayment are, no doubt, the principal features of your plan; but you lay great stress, and very properly, in my opinion, on increasing the facilities for transmitting letters, and this part of the reform will, I apprehend, cause you more labour of detail than that which more strikes the public eye. In this department you will be left to contend with the Post-office almost unaided. It will be very easy to raise plausible objections to your measures, of which Ministers can hardly be supposed to be competent judges, either in respect of technical information or of leisure for inquiry. Neither would the public, even if you had the means and inclination to appeal to it, give you assistance in matters upon which you could never fix its attention.

But your personal weight and importance as compared with that of others who it is reasonable to believe will, in the first instance at least, be opposed to you, will be measured very much by comparison of salary. We may say what we will, but Englishmen are neither aristocratic nor democratic, but chrysocratic (to coin a word). Your salary will, therefore, if you have one at all, fix your position in the minds of every functionary of the Post-office, from the Post-master-general to the bellman, both inclusive.

But

But though I see these insuperable objections to your accepting either of the salaries which have been offered, I will not advise you (and you would reject such advice if I gave it) to embarrass the Government, if there be any difficulty, which there may be unknown to us, in the way of their either giving you a higher salary, or postponing the question of remuneration until the end of the two years. Your offer made on the spur of the moment, to surrender your present appointment, and work for the public without salary, though it does look somewhat "wild and visionary" at first sight, yet after a long and careful reflection upon it, I distinctly advise you to renew, and more than that, I seriously hope it will be accepted. Your fortune, though most men would consider it very small, is enough to enable you to live two years without additional income; and I feel certain that the Government and the country will do you and your family justice in the end; but suppose I should be mistaken, and that you should never receive a shilling for either your plan or your services in carrying it into operation, I should be very glad to change places with you, and so would thousands of your countrymen, if, on taking your labours and privations, they could also feel conscious of your merit.

I remain, &c.
(signed) *M. D. Hill.*

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14 September 1839.

Lord Melbourne and the Chancellor of the Exchequer state to the Board, that having considered it advisable to have the assistance of Mr. Rowland Hill in carrying into effect the Penny Postage, they have made the following arrangements with that gentleman, which they recommend the Board to sanction.

That Mr. R. Hill shall be attached to the Treasury, and that the employment shall be for two years certain, at a salary of 1,500 *l.* per annum: that the employment shall be considered as temporary, and not to give a claim to continued employment in office at the expiration of two years.

My Lords are pleased to concur in these recommendations, and desire that the necessary directions be given to the Paymaster of Civil Services that the payment be made accordingly from Civil Contingencies.

Write to the Postmaster-general that my Lords having determined on availing themselves of the assistance of Mr. Rowland Hill in making the necessary alterations for the Penny Postage, desire that that gentleman may have free access to the Post-office, and that every facility may be given to him in making his inquiries.

Let a similar letter be written to the Commissioners of Stamps and Taxes.

(Private.)

Sir, Downing-street, 4 September 1841.

Will you permit me to place in your hands the enclosed letter from Mr. Baring, and to solicit the honour of an interview, at your convenience, to receive your instructions as to the manner in which you may desire that the business of my department should be carried on hereafter.

I have, &c.
(signed) *Rowland Hill.*

To the Right Hon.
the Chancellor of the Exchequer,
&c. &c. &c.

Letter referred to in the foregoing.

Dear Sir, 1 September 1841.

As it may be satisfactory to you to have in writing the position in which I consider you at present to stand, I propose to put on paper my views in order that you may use it for the information of my successor.

I wish therefore to state, that some time ago I informed you in reference to the Post-office business that I thought it would be of great advantage to continue your services beyoud the two years originally settled; that I did not deem it expedient to make any engagement beyond one year, but that you might consider that for one year from the expiration of the former two years your services were engaged on the same conditions as before.

I think it but justice to you not to conclude this letter without expressing to you my thanks for the unwearied and zealous assistance which you have given me in the carrying on the Post-office business. I feel satisfied that without that assistance it would have been scarce possible for the Treasury to have given any proper consideration to the arrangements necessary for the putting the scheme into effect, and I am happy in having to record my entire satisfaction with the manner in which you have conducted the business of your office.

You will make what use you please of this letter by showing it to my successor.

I have, &c.

R. Hill, Esq. (signed) *F. T. Baring.*

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24 December 1841.

My Lords have before them the Minute of this Board of the 14th September 1839, on the subject of the employment of Mr. Rowland Hill to assist in carrying into effect the arrangements connected with the Penny Postage.

The period for which the services of that gentleman were engaged, viz. for two years certain from the above date, having expired on the 14th September last, it is necessary to determine whether his employment should be continued for any further period; and the Chancellor of the Exchequer having intimated to the Board that expectations were held out to Mr. Hill by the late Government that his services would be required for another year, my Lords are pleased to authorize the payment of his salary to the 14th September next, at its present rate of 1,500 *l.* per annum, the same to be charged as heretofore to the account of Civil Contingencies.

Let directions be given to the Paymaster of Civil Services accordingly.

Dear Sir, Downing-street, 11 July 1842.

By the letter which my predecessor Mr. Baring addressed to you previous to his retirement from office, he intimated to you his intention of continuing your employment by the Government, which was originally limited to two years, for another year, ending the 14th of September next. I had much pleasure in recommending to the Treasury to give effect in this respect to Mr. Baring's intentions, but feeling that the time is arrived at which your further assistance may be safely dispensed with, I take the opportunity of apprising you that I do not consider it advisable to make any further extension of the period of your engagement beyond the date assigned to it by the Lords of the Treasury. In making this communication, I gladly avail myself of the opportunity of expressing my sense of the satisfactory manner in which, during my tenure of office, you have discharged the several duties which have been from time to time committed to you.

I have, &c.

R. Hill, Esq. (signed) *Henry Goulburn.*

Dear Sir, Downing-street, 14 July 1842.

I have the honour to acknowledge the receipt of your letter of the 11th instant, apprising me that my engagement will terminate on the 14th September next.

In a short time I shall, with your permission, lay before you a statement of facts which will, I hope, induce you to reconsider the decision; this I would have done at once; but I find on attempting it, that I have not yet sufficiently recovered from a recent illness, to enable me satisfactorily to perform the task, and have felt obliged to apply to Sir George Clerk for a few days' leave of absence.

Allow me to offer my respectful thanks for the gratifying terms in which you have been pleased to speak of the manner in which my duties have been discharged.

I have, &c.

To the Right Hon. (signed) *Rowland Hill.*
The Chancellor of the Exchequer,
&c. &c. &c.

Dear Sir, Downing-street, 29 July 1842.

In your letter of the 11th instant, which I have already had the honour to acknowledge, after referring to the limitation in my present engagement to three years ending in September next, you state that it will then terminate, and assign as the reason, your opinion that the time is arrived at which my further assistance may safely be dispensed with. This intention, I very respectfully desire may be reconsidered, and I proceed to lay before you the grounds on which I make this request.

With regard to the limitation of time to which you have referred, I beg to submit that under the circumstances of the case, the terms of the Minute can only be considered as applicable to the question of salary, and consequently, for reasons which will appear hereafter, that the limitation may be disregarded on the present occasion; but as such limitation is not assigned as the reason for the termination of the engagement, even this passing notice may perhaps be unnecessary.

In reference to the reason assigned, viz. that the time has arrived at which my further assistance may safely be dispensed with, allow me to request your attention to the purpose for which I was originally appointed, which is stated by the Treasury Minute of September 14, 1839, to have been to assist "in carrying into effect the Penny Postage," and again, to assist "in making the necessary alterations for the Penny Postage." It is hardly needful to say that amongst these necessary alterations there are several which remain to be effected, and the want of which greatly impairs the efficiency of the plan as regards its general utility, and at the same time has a very injurious effect on its fiscal results.

Did this delay proceed from any procrastination or negligence on my own part, I should feel myself bound to acquiesce in the intention announced. I am sure, however, that I may safely appeal to you for the full recognition of the fact, not only that no delay has originated with myself, but that I have taken every possible step, accompanied by what I fear you must have deemed an almost importunate urgency, to obtain the speedy introduction of all those measures originally contemplated as essential to the success of the plan, as well as of various others suggested by subsequent experience.

In the accompanying Schedule I have enumerated some of the more important improvements referred to, all of which generally, and many specifically, have been submitted in the various letters which I have at different times had the honour of addressing to you.

Among these measures you will recognise some which, having already received the general sanction of the Treasury, are in actual progress; whilst there are others, as for instance those referred to in my letters of the 27th January, 7th March, and 31st May, which, in the absence of information to the contrary, I conclude are still under consideration.

Nor does any real obstacle arise to the adoption of improvements from the present state of the Post-office revenue; since, as I urged in my letter of the 31st May, there are many practicable improvements, some of them specifically submitted in recent draft Minutes, which would greatly tend to economy. Indeed so completely is this the fact, that not only may every increased expense be provided for by a previous economical change, but so much room is there for amendment, that, as stated in the same letter, by the full adoption of such economic improvements alone the present expenditure of the Post-office may be greatly reduced; and consequently, the net revenue may be considerably augmented.

In fine, reviewing the progress and operation of the plan thus far, considering how very imperfectly it has been adopted, and at the same time how short, and, from the peculiar circumstances of the country, how unfavourable has been the period of its action, there appears but little doubt, as I trust I have satisfactorily shown by more detailed statements in my letter of the 7th March, that a few years will suffice to realise the results which I had originally anticipated, if, instead of the measure being arrested, or at least checked in its progress, it be carried into effect with due dispatch in its essential details.

It may perhaps be urged that all this can be accomplished without any aid from me; that the plan being thus far in operation, its completion may safely be left to the Post-office authorities. Of course this is a point on which I touch

with reluctance, since I am unwilling to speak on the subject of my own ability, and yet more averse to question the claims of others; still there are facts so unquestionable and so important, that in my present peculiar circumstances I must not hesitate to refer to them.

In the first place then, it is well known that from the beginning, the plan has experienced no favour from the Post-office; that it was forced on that department after a most determined opposition, accompanied by many positive and reiterated statements, of which not a few are already proved to be erroneous; and by condemnations of the measure so publicly and so emphatically uttered, that its success could not in the nature of things be otherwise than displeasing to those by whom they were pronounced.

I had hoped that this lamentable feeling of hostility would by this time have died away; I assure you that it has been my anxious desire to remove it, and that I have striven to do so by all means of conciliation consistent with the discharge of the duty with which I have been entrusted; nevertheless, that unfortunately it still continues unabated, is a truth which cannot be gainsayed, and which I think must have attracted your attention, since you have seen it evinced by the treatment of my offer of assistance in the introduction of a cheaper system of registration, which was considered by the Post-office as presenting insurmountable difficulties; and further, by the obstacles recently raised to my even making the enquiries necessary to the economical introduction of a valuable improvement—enquiries, too, which I was not only empowered to make by the general authority conveyed in the Minute of my appointment, but which had been sanctioned by the Treasury in the particular instance.

Again, much of the opposition to the various improvements which it has been my duty to urge, has been founded, as I am fully prepared to show, on great misapprehension as to the existing facts of the case; and to test the truth of this allegation, I respectfully but earnestly request, that you will subject to rigid examination some one of the questions now in dispute between the Post-office and myself. I would suggest, for instance, the statements relative to the registration of letters; and if you will allow me an opportunity of laying the details of this matter either before you, or before any impartial and intelligent person whom you may depute, I pledge myself to show, that the opposition made to the plan of cheap registration which I proposed, is founded on a total misapprehension as to results daily produced by the working of the present system. Considering the ample opportunities of obtaining correct information possessed by the gentlemen of the Post-office, it may appear rash in me to make such a declaration, but I do it advisedly, and beg that its correctness may be subjected to the severest scrutiny.

I submit then, that the task for which I was appointed is as yet unfinished; that its incompleteness has not resulted from any neglect on my part; that although the improvements which remain to be introduced are for the most part among the less striking features of the plan, they will not require less care, or be attended with less difficulty in the execution, than those portions which have been brought into operation; and consequently, that there is the same necessity for my assistance now as at first; and I respectfully ask you to consider whether, under these circumstances, it would be just to deprive me of all opportunity of completing my labours.

I must now request your indulgence while I speak briefly, but distinctly, of my own personal views. Without any real or affected disdain of the conveniences and emoluments attached to my present position, I need only refer to my first letter to Mr. Baring, (a copy of which is enclosed), and to recent letters addressed to yourself, to prove that these have never been my main object. In the first you will find that I offered to undertake my present duties for the space of two years, either at a salary to be fixed at the end of the time, or even without any recompense whatever; in the latter, you will observe that I was desirous of being allowed to afford temporary assistance in the Post-office under the control of the Postmaster-general, as a means of removing obstacles to important improvements; I now distinctly repeat both those offers; and whilst I might remind you that various incidental savings made or contemplated at my suggestion, are in themselves more than sufficient to compensate for my salary, I prefer to stand on the same ground as at first. My task was then at its commencement; it is still very far from complete; I ask for the opportunity to effect the full introduction and operation of my plan, so as to bring its success

to the test of unquestionable experiment. I stipulate for nothing more. I am willing to proceed step by step, making the adoption of each measure dependent on the success of those which precede it; to engage to take no step attended with additional expense till I have provided for the same by a previous economical improvement, and, in short, to submit to any arrangement, whatever may be its pecuniary privations or its inconveniences, provided only that it does not interfere with my ability efficiently and promptly to work out the plan. This is all I ask, and I appeal to your justice not to deny me thus much.

In conclusion, I beg to refer to my pamphlet, to my evidence before the Postage Committee, to the enclosed letter to Mr. Baring (all of date anterior to my entering on my present appointment), and to the communications which I have subsequently had the honour of addressing to yourself, to show that in now representing various parts of the plan not yet in operation, as essential to its success, and as requiring great care, and presenting great difficulty in the introduction, I am merely repeating that which I have stated from first to last. A reference to these documents will also evince that I have invariably attached more certainty and greater importance to the moral, intellectual, and commercial advantages of the measure, than to its direct fiscal results; that with regard to the latter, I distinctly and repeatedly stated from the first, that I calculated on a considerable diminution (about 300,000*l.*) in the Post-office net revenue, and that for the maintenance of the revenue even thus diminished, it was indispensable that the plan should be carried into effect in all its essential details.

To the Right Hon. the Chancellor of the Exchequer, &c. &c. &c.

I have, &c.
(signed) *Rowland Hill.*

SCHEDULE referred to in the foregoing Letter.

Measures affording increased Facilities for Post-office Distribution: viz.

An earlier delivery of London General Post letters; an extension of the hours and enlargement of the means for posting late letters; and a much more speedy circulation of the letters by the London District Post, to be effected by establishing more frequent collections and deliveries (making them hourly in London itself), by avoiding the necessity of conveying all letters to and from St. Martins-le-Grand, by uniting the District Post and General Post letter carriers in one corps; by improved modes of sorting and by other means.

Improvements similar in their objects in other large towns.

An increase in the allowance of weight; say to 2 oz. for a penny in all District Posts.

The extension of Rural Distribution; first, to some place in every Registrar's District; and afterwards, so as gradually to comprehend within the free official delivery (daily, or less frequently, according to the importance of the place), every town, village, and hamlet throughout the kingdom.

The completion of the system of London Day-mails.

More frequent despatches between large towns, by means of the ordinary mid-day railway trains.

Conveniences for the transmission, at extra charge, of prints, maps, and other similar articles.

The relaxation of the present restrictions as to weight.

The establishment of a parcel post, at reduced rates, similar in some respects to the Banghy post in the East Indies.

The completion of the arrangements with foreign powers for mutual reductions of postage.

Increased facilities to foreign nations for the transmission of letters through this country.

Measures affording increased Security to the Correspondence: viz.

A cheap system of registration.

Receipts (for a small fee) to be given, if required, on posting a lette.

A more rigid and systematic investigation as to the character of applicants for admission into the Post-office service; and arrangements for making the superior of each department responsible, as far as practicable, for the conduct of the inferiors.

Measures of Economy : viz.

Simplification of the Money Order system.

Reduction in the cost of railway conveyance, by establishing a fairer principle of arbitration ; by discontinuing useless lines ; by substituting, when practicable, cheaper means of conveyance ; by reducing within proper limits the space occupied by the mails ; and by avoiding, as much as possible, the use of special trains. [The latter object would be greatly promoted by appointing a later hour say 5 or 6 P. M. for the arrival in London of the Day-mails.]

Reduction in the cost of ordinary conveyance, by discontinuing all useless lines ; by invariably resorting to public competition (avoiding all unnecessary restrictions as to the description of carriage, speed, number of horses, passengers, &c.) ; and by invariably adopting the cheapest suitable means. [The reduced traffic on many roads appears to require the substitution of light one or two-horse carriages for the present four-horse mail coaches.]

Reduction in the present unnecessarily expensive establishment of mail-guards.

Economy in the packet-service, by the discontinuance of useless lines, and by the substitution, where practicable, of contract for Government packets. [The communication with Ireland, for instance, may very probably be made more convenient, and certainly much less expensive. There is little doubt that the principal mails, from most parts of Ireland, *viâ* Dublin, may be brought to London half a day earlier than at present.]

Revision of all salaries and allowances on the receipt of the intended annual Return of Fees, &c.

The regulation of the receipt of fees, &c. so as to prevent large and unexpected claims for compensation.

The establishment of scales for salaries, applicable to all offices, beginning low, and advancing with length of service.

The extension of the hours of attendance in the metropolitan offices to a full day's work for all employed ; of course with the regulation of salaries accordingly.

The extension, where practicable, of the system which is found so convenient and economical in many provincial offices, of employing females in assorting letters.

Simplification in the mode of assorting letters and newspapers.

The investigation of the more economical management in certain offices, with a view to its extention, where practicable, to others.

Improvement and economy in the manufacture and distribution of Postage stamps.

The abolition of money pre-payment, and the adoption of the economical arrangements consequent thereon.

The adoption of measures to induce the public to facilitate the operations of the Post-office, by giving complete and legible addresses to letters ; by making slits in the doors, and by other means.

Miscellaneous Measures : viz.

The extension of the Money-order system to every place in the United Kingdom where there is a Post-office ; also, if practicable, to the Colonies.

The re-adjustment of the free-delivery boundaries, which at present exclude large portions of many towns.

The placarding at each office of the regulations in which it has an interest---as the hours of opening and closing the letter boxes, of commencing and completing the deliveries, the authorized fees, &c. as a means of preventing unnecessary inquiries, and assisting in keeping the postmasters to their duties.

Dear Sir, Downing street, 11 August 1842.

I HAVE had the honour of receiving your letter of the 29th ult. urging upon my reconsideration the decision which I communicated to you in my letter of the 11th ult. I have given my best attention to all that you have stated, but I still retain the opinion which I before expressed, that it would not be expedient to retain your services for a longer period than that to which they are at present

present limited. I can assure you that in coming to that conclusion, it is very far from my intention to imply that there has been, on your part, any neglect of the duties confided to you, or any deficiency of zeal or ability in the discharge of them. I readily acknowledge also the honourable motives which originally prompted, and which has now induced you to repeat your offer of gratuitous service; but I am influenced solely by the consideration that it is not advisable to give a character of permanence to an appointment which, originally created for a temporary purpose, has now, as it appears to me, fulfilled its object.

The Penny Postage has been above two years established, and the principle of it is now thoroughly understood. So long as a Post-office shall continue, so long will opportunities present themselves of effecting important improvements, and the necessity arise of adapting the arrangements to the ever-changing circumstances of the times and country. But the retention of an independent officer for the purpose of conducting such improvements, would necessarily lead either to an entire supersession of those who are, by their offices, responsible for the management of the department, or to a conflict of authorities, highly prejudicial to the public interests. Under these circumstances, I think it incumbent on me to decline the offer you have made of further service. But I will take care that your past services shall be duly acknowledged and recorded in a Minute of the Treasury.

R. Hill, Esq. (signed) *Henry Goulburn.*

Copy of Treasury Minute, dated 23 September 1842.

Read a letter from Mr. Rowland Hill, dated the 23d instant, enclosing an account of the incidental expenses of his office, from 30th June to September 14th, 1842, amounting to 47 *l.* 6 *s.* 8 *d.* and leaving a balance in his hands of 12 *l.* 7 *s.* 10 *d.*, and requesting instructions as to the manner in which such balance shall be refunded.

Transmit the account and vouchers to the Treasury auditors, informing them that my Lords have approved of the same, and have directed Mr. Rowland Hill to repay the balance of 12 *l.* 7 *s.* 10 *d.* to the Paymaster of Civil Services.

Write to Mr. Rowland Hill approving of his account, and direct him to pay the balance remaining in his hands, amounting to the sum of 12 *l.* 7 *s.* 10 *d.* into the Bank of England to the account of the Paymaster of Civil Services.

Let an order to the Bank of England to receive the money be enclosed in the letter to Mr. Hill.

Write to Mr. Sargeant, acquainting him with the directions given to Mr. Rowland Hill, and direct him to carry the amount, when received, to the account of Civil Contingencies.

Also state to Mr Hill that my Lords consider it due to him, on the termination of his engagement with the Government, to express to him the approbation with which they have regarded his zealous exertions in the execution of the duties which have been entrusted to him, and how materially the efficiency of the Post-office arrangements has been promoted by the care and intelligence evinced by him in the consideration of the various important questions which have been referred to him.

My Lords, Bayswater, 1 October 1842.

In conformity with your Lordships' instructions conveyed in Mr. Trevelyan's letter of the 27th ult., I have this day paid into the Bank of England, to the account of the Paymaster of the Civil Services, the sum of 12 *l.* 7 *s.* 10 *d.*, the balance of my account of incidental expenses.

Permit me to offer my respectful acknowledgements of the gratifying terms in which your Lordships have been pleased to speak of the manner in which my duties were discharged.

I have, &c.

The Right Hon.
the Lords Commissioners of
H. M. Treasury.

(signed) *Rowland Hill.*

Dear Sir, Bayswater, 28 September 1842.

I am sure you will think I have done right in sending the letter, of which the enclosed is a copy, to Sir Robert Peel, as with my convictions on the subject of our late correspondence, I cannot with proprety omit to avail myself of so legitimate an opportunity of bringing the present position and future prospects of Post-office Improvement under further consideration.

I have, &c.

The Right Hon. (signed) *Rowland Hill.*
the Chancellor of the Exchequer,
&c &c. &c.

Letter referred to in the foregoing.

Sir, Bayswater, 27 September 1842.

As first Lord of the Treasury, you are, I presume, aware that I am no longer in employment under that Board, and that the reason which has been given me for the discontinuance of my services is, that the time has arrived at which my further assistance may safely be dispensed with.

After much consideration, I think it right to lay before you the following short statement, as the ground on which I respectfully, but most earnestly request the honour of an audience, with the view of submitting to you the propriety of reconsidering the determination of the Treasury, and of affording me the means, under the control of Her Majesty's Government, for carrying into full effect the measure of Post-office Improvement with which I have been so long connected.

This measure has from the first been stated by me to consist of the following parts:

1st. A uniform and low rate of postage according to weight.

2d. Increased speed in the delivery of letters.

3d. Greater facilities for their despatch.

4th. Simplification in the operations of the Post-office, with the object of reducing the cost of the establishment to a minimum.

The only portion of the plan which is as yet fully carried into effect is the institution of the Penny rate.

For increased speed of delivery little or nothing has been done.

A similar statement must be made as to the greater facilities for the despatch of letters.

And with regard to the simplification of arrangements and consequent economy, though many important and successful changes have been made, yet little has been effected in proportion to the opportunities afforded by the adoption of uniformity of rate and pre-payment.

I am prepared with ample proof that it is from no fault of mine that so little of my plan is in action; but I shall probably not have occasion to trouble you on this point, inasmuch as no blame has ever been imputed to me either on that or any other ground.

I have prepared and laid before the proper authorities many specific measures forming parts of my plan; together with proof of their practicability, in most instances without creating any charge on the revenue.

Some of these have been rejected on grounds which, as far as they have been disclosed to me, are, I submit, insufficient; others still stand over for decision, and there is a further number absolutely necessary for the completion of my plan, which I have shortly indicated, but of which I have not been so fortunate as to obtain any notice whatever.

In adverting to these difficulties under which I have laboured, I beg to assure you that I am perfectly aware how fully the time of every Minister is occupied, and how much of the delay which has arisen must, in common justice, be attributed to that cause; but at the same time, I trust it will be seen that I am bound to lay before you the fact, as a necessary part of the case to which your attention is prayed.

I am further prepared to show, that long before the reduction of postage, the opinion which I expressed on all occasions was to the effect, that the maintenance of the Post-office revenue, even to the extent on which I calculated

(about

(about 1,300,000*l.* a year) depended on carrying into effect the plan as a whole.

I can also make it clear that the expectation which appears to have been formed, that the further progress in Post-office Improvement may be left to the Post-office itself, is contrary to all past experience, and to the present measures in course of adoption by that establishment.

And lastly, that the questions to which I would respectfully call your attention, regard hundreds of thousands of pounds in that department alone which respects economy of expenditure; an increase in net Revenue, entirely independent of that augmentation in the number of letters which past results enable me safely to anticipate from those of my measures which have reference to increasing the utility of the Post-office to the public.

Under these circumstances, I beg to reiterate the offer which I made to the Chancellor of the Exchequer in July last; I am perfectly ready, without salary and without claim to future remuneration, to give my best aid in such form as it may please Her Majesty's Government to accept it, to carry my plan into full operation, my only conditions being that power and opportunity be afforded me to make my exertions effective.

In conclusion, permit me to state that I am fully prepared with irresistible evidence to prove every part of this statement; and I respectfully await the honour of your commands to attend you at any time, and any place, for the purpose of laying before you, in all such detail as your avocations will permit, the proofs upon which this statement is founded.

I have, &c.

To the Right Hon. (signed) *Rowland Hill.*
Sir Robert Peel, Bart.
&c. &c. &c.

Sir, Drayton Manor, 13 October 1842.

I BEG leave to acknowledge the receipt of your letter, dated 27th September; it reached me the day after I had left London.

Had I received it previously to my departure, I should have acceded to your request for a personal interview, though I consider the subject of your letter fitter for written than for verbal communication.

Since I received it, I have referred to the letter which you addressed to the Chancellor of the Exchequer, on the 29th July last, and to the Minutes of the Board of Treasury, respecting your appointment, and have given to the subject generally the best consideration in my power. It had indeed been brought under my notice by Mr. Goulburn, at the time that his letters of 11th July and 11th August were addressed to you.

I am bound to state to you that I entirely concur in the opinion expressed by Mr. Goulburn, in that of 11th August, that the continued employment of an independent officer for the purposes for which it is urged by you would necessarily lead to the entire supersession of those who are by their offices responsible for the management of the Post-office Department, or to a conflict of authority highly prejudicial to the public service.

I entertain a due sense of the motives by which your conduct in respect to Post-office arrangements has been actuated, and of the zeal and fidelity with which you have discharged the duties committed to you. I cannot doubt that there are still improvements in those arrangements to be effected, but I must presume that they can be effected through the intervention of the regularly constituted and the responsible authority, namely, the Postmaster-general, acting under the superintendence and control of the Board of Treasury.

I have, &c.

Rowland Hill, Esq. (signed) *Robert Peel.*

Sir, Bayswater, 18 October 1842.

I HAVE the honour to acknowledge the receipt of your letter of the 13th instant, confirming the decision of the Chancellor of the Exchequer.

In closing this painful correspondence with the Treasury permit me, Sir, to make one observation with the hope of removing from your mind the impression

that I sought to be reinstated in an office which must impede the public service by introducing a conflict of powers in the administration of the Post-office.

I would beg respectfully to call to your recollection that the Post-office is not only under the general control of the Treasury, but acts with regard to matters of importance under its immediate and specific directions; and that my suggestions being addressed to the superior authority could not create any collision between the Post-office and myself. When they were rejected by the Treasury I have always submitted, as it was my duty to do, with implicit deference; when, on the other hand, they were adopted, they became of course the orders of the Board, to which the authorities of the Post-office were equally bound to defer. This arrangement, which is, I submit, in exact conformity with the long established practice defining the subordinate functions of the Post-office, was the one directed by the terms of my appointment, and as long as such an arrangement is faithfully observed or duly enforced, it would appear that no danger can exist of the evil arising to which reference is made.

But even if these objections were valid against the particular office in question, you will, I am sure, do me the justice to remember, that in my letter to yourself as well as in those to Mr. Goulburn, which form a part of this correspondence, I have expressed my readiness to accept any situation in which my services could be effective to the establishment of my plan.

In conclusion, I beg leave to express my thanks for the kind regard to my feelings which dictated those expressions of approbation with which you, in common with Mr. Goulburn, have been pleased to acknowledge my humble services. They afford me, I respectfully assure you, no slight consolation under the sense of injustice which at this moment weighs upon my mind. You are not unacquainted, Sir, with the long and severe labour which I had to undergo before my plan was adopted by the country, and sanctioned by Parliament. When I was called upon to assist in carrying the measure into execution, the Government stipulated that I should apply my whole time to this duty, exclusive of all other occupation. It is quite true that the part of the agreement relating to salary was made certain for a limited period only; but as the purpose of my engagement was the performance of a specific task, I little thought that limitation open to a construction which precludes me from fulfilling my undertaking; more especially when the question was relieved from all embarrassment on the score of salary. If I could have imagined that I should be dismissed before my plan was fully developed in action, whatever time might be found to be really necessary for that object, I should have been little justified in entering upon the task, the ultimate advantage which was to accrue to me was not of a pecuniary nature. It was believed, and rightly believed, that I aspired to the reputation which might fairly be expected to attend the conduct of so great a measure to its completion, and that with such a result of my exertions I should be well satisfied. Deprived of that conduct, I am deprived of the means of earning my only reward.

I have, &c.

The Right Hon. Sir Robert Peel, Bart. (signed) *Rowland Hill.*
&c. &c. &c.

POST OFFICE.

RETURN to an ORDER of the Honourable The House of Commons, dated 24 April 1843;—*for*,

A RETURN showing the Number of INLAND LETTERS; the Gross Amount of REVENUE derived therefrom, including Payments for Official Postage and Receipts from the Money-Order Office; the Expense of MANAGEMENT, including that of the Money-Order Office, and Maintenance of Packets on Home Stations; the Amount of POSTAGE on Dead and Returned Letters; and the NET REVENUE for the Year ended 5 January 1843:—Also, a similar Return of the Number of FOREIGN and COLONIAL LETTERS; the Gross Amount of REVENUE derived therefrom, including Payments for Official Postage; the Expense of MANAGEMENT, including Maintenance of Packets on Foreign Stations; the Amount of POSTAGE on Dead and Returned Letters; and the DEFICIENCY to the Revenue for the Year ended 5 January 1843.

	Number of Letters.	Gross Amount of Revenue, including Receipts (*a*) from the Money-Order Office, and Payments (*b*) for Official Postage.	Expense of Management, including that of the Money-Order Office, (*c*) Packets (*d*) to Ireland, Channel Islands, and Isle of Man.	Dead and Returned Letters *.	Total Expense, and Dead Letters.	Net Revenue.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
United Kingdom Inland Revenue - -	209,611,508	1,027,074 10 –½	895,768 2 10	17,293 1 2	913,061 4 –	114,013 6 –½
Parliamentary Grants, &c. charged on the Post-Office Revenue - - - - - - - - - - - -						10,745 2 6
Net Receipt of Revenue from Inland Letters and Money-Orders - - - - - - - - - - £.						103,268 3 6½

	Number of Letters.	Gross Amount of Revenue, including Official Postage (*e*).	Expense of Management, including Packets (*f*) and Payment for Indian Communication (*g*).	Dead and Returned Letters *.	Total Expense, and Dead Letters.	Deficiency.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Foreign and Colonial Postage - - -	6,718,320	506,774 19 9	} 681,404 6 9	15,041 12 7½	696,445 19 4½	113,039 19 –
Internal Colonial Postage - - - -	† 1,864,720	76,631 – 7½				
	8,583,040	583,406 – 4½	681,404 6 9	15,041 12 7½	696,445 19 4½	

	£. s. d.	£. s. d.
(*a*) Money-Order Office, Receipt - - - - - - - - - -	38,908 16 9	
(*c*) Ditto - - - - Expense - - - - - - - - -	15,045 13 –	
Net Receipt - - - £.	23,863 3 9	
(*b*) Official Postage, Inland - - - - - - - - - -	66,554 4 7	
(*e*) Ditto - - - Foreign and Colonial - - - - - -	75,100 8 –	
TOTAL Official Postage - - - £.	141,654 12 7	
(*d*) Packets on Home Stations - - - - - - - - - -		72,308 – 5
(*f*) Ditto - Foreign - - - - - - - - - -		490,542 11 5
(*g*) Indian Mail - - - - - - - - - - -		50,000 – –
£.		612,850 11 10

* Of the respective amounts of postage on Inland and Foreign Dead Letters no accurate statement can be furnished; they are here given so far as they have been separated in the accounts.

† This does not include the number of internal letters in Jamaica.

Examined, *C. T. Court*, Acct-Genl.

General Post Office, 1843.

W. L. Maberly, Secretary.

POST OFFICE.

RETURN showing the Number of INLAND LETTERS, and the Gross Amount of REVENUE derived therefrom :—Also, a similar Return of the Number of FOREIGN and COLONIAL LETTERS, and the Gross Amount of REVENUE derived therefrom, for the Year ended 5th January 1843.

(Sir George Clerk.)

Ordered, by The House of Commons, *to be Printed,*
25 *April* 1843.

201.

Under ½ oz.

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons, dated 21 March 1843;—*for*,

A COPY of the Minutes of the Lords of the Treasury, dated the 13th and 27th days of August 1841, relating to the Post-Office Distribution in the Rural Districts of the United Kingdom, and the Letter of the Postmaster General, dated the 18th day of August 1841, on the same Subject:—And, a Return of any Arrangements which have been made by the Post Office in conformity with such Minutes.

Whitehall, Treasury Chambers, 5 May 1843.

THOS. FREMANTLE.

Ordered, by The House of Commons, *to be Printed*, 8 *May* 1843.

Copy of TREASURY MINUTE, dated 13 August 1841.

MY Lords read their Minutes of the 10th of November and the 8th December last, with regard to an extension of the Post-office distribution in the rural districts of the kingdom.

My Lords have long had this important but difficult subject under consideration, and with a view to their guidance much information has been collected, under direction of the Chancellor of the Exchequer, as to the extent and population of those districts which contain no post-offices, and as to the means adopted by the inhabitants for obtaining and dispatching their letters.

These inquiries have hitherto been confined to England and Wales, but even in these parts of the kingdom, in which post-offices are more numerous in proportion to the extent of surface than in Scotland or Ireland, my Lords find that there are districts of great extent, some measuring even from 100 to 200 square miles, and containing several thousand inhabitants, which possess no post-office whatever.

The means resorted to by the inhabitants for obtaining and dispatching their letters are in many places economical and well arranged, in others expensive, cumbrous, and inefficient. In some places a messenger is employed to carry the letters to and from the nearest post-office (a distance occasionally of 10 or 15 miles), who is remunerated either by a subscription raised among the inhabitants, or more frequently by a fee charged on each letter; in other places a pauper performs the service, and thus the extra expense is reduced, if not altogether avoided. Frequently the messenger is employed by the postmaster of the neighbouring post town, a circumstance which has in many instances led to the fee being erroneously considered by the inhabitants as established by authority, and consequently to its being submitted to even when obviously excessive; and in some cases it is stated that the mail-guard, or other person employed in conveying the mail through or near the village, leaves the letters at an appointed place and obtains a fee, generally a penny, for each. But in numerous instances nothing like a systematic arrangement exists. One or two families, perhaps, have their own bags conveyed backwards and forwards at considerable expense, and the others depend on chance opportunities of calling at the post-office (generally on market days), or send whenever they hear by accident that a letter to their address is exposed in the office window.

The extra charge is as variable in amount as the means of collecting it. It is perhaps most frequently a penny, but it is in some instances only a halfpenny, in others as much as sixpence per letter. In many districts the rate of a penny per

mile (from the post town to the village) appears to be the established charge, and occasionally the rate advances with the weight of the letter. In some cases these extra charges have been reduced since the reduction of postage; but in many others, notwithstanding the great increase of letters, they are as high as heretofore.

The unauthorized, and frequently excessive charges, to which a large portion of the correspondence of the country is thus subjected, the irregularity and delay in its delivery, and the risk to which it must be exposed from the employment of irresponsible messengers, are circumstances which appear to my Lords to require serious attention; and the Board has anxiously considered what means are best calculated for placing the correspondence of rural districts on a satisfactory footing.

Some mitigation of the evil has been effected by the establishment of guarantee posts, which has recently taken place in several parts of the kingdom, under the following arrangement:—

Responsible parties enter into a written agreement with the Postmaster-general to reimburse the Post-office for the full expense of establishing and maintaining the post, and on this condition it is set on foot; the responsible parties indemnifying themselves by subscriptions among all who are interested in the measure, or in such other manner as they may mutually agree upon. Hitherto these guarantees have been given for daily posts only; but my Lords see no objection to their being taken for posts on the alternate days, or even less frequently, should the parties, with a view to economy, desire it.

Still, though several guarantee posts have recently been established, the difficulties attending this arrangement are such that my Lords cannot regard it as affording a practicable means of completing the system of Post-office distribution; and even if it were practicable, inasmuch as many places which now enjoy the advantage of a post-office, without any extra expense to the inhabitants, are of inferior importance to others which have no such privilege, to rely entirely on the guarantee posts as a mode of completing the system of Post-office distribution would manifestly be unfair.

It appears, then, to my Lords to be important in the first instance to lay down, if possible, some intelligible, well-defined principle, by which to regulate the extent to which the official conveyance of letters, without extra charge, shall be carried.

That such conveyance cannot be extended to every place in the kingdom, however remote and however small its correspondence, appears to my Lords to be obvious; any attempt of the kind would certainly entail an enormous expense on the Post-office, which could only be met by the Legislature increasing the general rate of postage, and thus pressing unnecessarily and unfairly on the larger towns, and restoring, as between them, the contraband conveyance of letters, which my Lords have reason to hope is now effectually suppressed.

Considering, however, that the law has, for public purposes, given to the Post-office alone, under ordinary circumstances, the right of conveying letters, and bearing in mind the great importance of promoting communication, as far as practicable, between all parts of the kingdom, my Lords are not prepared to lay it down as a principle that the general system of mail conveyance, meaning thereby the official conveyance, without extra charge, shall include those places only whose correspondence is sufficient to defray the expense. Such a principle would not only exclude many places now comprehended in the general system, but would, in the opinion of my Lords, operate unfairly towards the thinly-peopled districts generally.

As the cost of admitting any place to the general system must depend in some degree on its distance from any existing post-office, it is clear that the operation of the principle in question might exclude a village of considerable correspondence, in which, from its being situated in a thinly-peopled district, and consequently remote from any post town, a post-office was much wanted; while it admitted another village of inferior correspondence, in which, from its being situated in a densely-peopled district, and therefore in the immediate neighbourhood of one or more post towns, a post-office was but little wanted.

If, however, instead of the actual, the average expense of connecting a place with the general system were compared with the amount of correspondence, perhaps this principle would be fair; but there is a manifest difficulty in ascertaining the amount of correspondence of any place which has no post-office, and in the present state of their information on the subject, my Lords find it quite impossible

to

to form any estimate of the additional expense to which the adoption of such a principle would lead.

Under existing circumstances, therefore, my Lords are pleased to lay down, for their present guidance, a rule which, while it is perfectly fair in itself, and while it will greatly extend the general system of mail conveyance, will increase the expenses of the department to an extent which, when compared with the additional convenience to the public, is not very large. The rule which my Lords propose to establish is founded on the principle that the number of post-offices in every district should be somewhat in proportion to the amount of population and extent of surface combined; that is to say, that they should be nearer to one another where the population is dense, but more numerous, as compared with the inhabitants, where the population is scattered.

The adoption of this rule has been much facilitated by the recent division of England and Wales into registrars' districts. The principle on which these districts have been formed will be best shown by the following extract from the registrar-general's instructions:—

"In determining the proper extent of a registrar's district, it is desirable that area and population should be considered conjointly, and each with reference to the other; that when the population is dense, the area should be proportionally contracted; that when it is thinly scattered over the country, the territorial extent should be proportionally increased.

"With respect to the amount of population which a registrar's district may comprise, I am not disposed to require a very strict attention to number. But I may state, that when the population is of average density, that district may be regarded as well adapted to the purposes of registration which contains about 5,000 persons."

It appears, from communication with the registrar-general, and from answers to queries addressed, by direction of the Chancellor of the Exchequer, to certain of the registrars of births and deaths, that out of about 2,100 registrars' districts in England and Wales, about 400, containing a million and a half of inhabitants, possess no official post-office of any description.

Returns to Parliament show that the average cost of the old penny posts was about 20*l.* per annum each. If this average could be relied on for indicating the cost of the posts now under consideration, it would appear that the establishment of a post-office in each of the 400 registrars' districts, and its connexion with the general system of mail conveyance, would cost, probably, about 8,000*l.* per annum; a sum which, in the opinion of my Lords, would be well expended in effecting so important an extension of the benefits of cheap, rapid, and secure communication by post.

In each of the 400 registrars' districts which have no post-offices, my Lords are of opinion that a post-office of some description or another, to form part of the general system of mail conveyance, should be forthwith established; except, perhaps, as regards some few districts which, although not containing post-offices within their own limits, form parts of large towns already included within the general system; and even as regards such districts, my Lords are of opinion that it may be expedient to conform to the general rule, by the establishment of receiving-houses.

The division into registrars' districts extends only to England and Wales; the proposed plan of post-office extension is therefore unavoidably confined to those parts of the kingdom; but it is the intention of my Lords, at an early period, to take into consideration means for extending the Post-office distribution of Ireland and Scotland.

As nearly every registrar's district in which it is proposed now, for the first time, to establish a post-office includes several villages, it of course becomes important to consider in what part of the district the post-office shall be placed. As a general rule, my Lords are of opinion that it should be placed in that village of the district which, from population and other circumstances, may be assumed to have the largest correspondence; but this rule my Lords are aware is open to many exceptions. For instance, if the village with the largest correspondence be very near to an existing post-office, or inconveniently situated for communication with other parts of the district, or for connexion with the general system of mail conveyance, it may become necessary to place the post-office in some place of inferior correspondence.

With regard to the selection of postmasters for the new offices, my Lords refer to a former Minute, in which, with a view to public convenience and economy, the Board has been pleased to direct, with the concurrence of the Postmaster-general and the Commissioners of Stamps and Taxes, that every opportunity be taken for uniting, in small towns, the offices of postmaster and sub-distributor of stamps.

Having laid down the principles which my Lords are of opinion should regulate the proposed extension in the general system of mail conveyance, their Lordships are pleased to direct the Postmaster-general to carry their views into effect as completely, as early, and as economically as practicable. My Lords do not attempt to form any exact estimate of the additional expenditure which it may be necessary to incur, but they will rely on the Postmaster-general carefully to avoid every unnecessary expense; and it is their Lordships' desire, that should the cost of any single post exceed 50 *l.* per annum, a special report as regards such post may be made to the Board before the expense is incurred.

Although my Lords have laid it down as a rule that, except perhaps under very peculiar circumstances, some place or other in every registrar's district shall henceforward contain a post-office, to and from which the mail shall be carried without extra charge to the inhabitants, their Lordships wish it to be distinctly understood that they do not direct that in every such case, and under all circumstances, there shall be a delivery of letters at the houses of the inhabitants. Whether there shall or shall not be any delivery of letters, as well as the extent of such delivery in those places in which it may be established, my Lords are of opinion must depend on the number of letters, the density of the population in the neighbourhood of each post-office, and other matters, which can only be ascertained by experience, and by a careful examination of the circumstances of each particular place. My Lords will therefore leave these questions to be decided by the Postmaster-general, merely expressing their opinion that a delivery of letters should take place wherever it can be established with due regard to the interests of the revenue.

With a view of facilitating the proposed extension of mail conveyance, my Lords have had prepared, from the information supplied by the registrars, a table showing the districts which are reported to have no official post-offices, their population, and extent; together with the name of the chief place in each district, its population, and distance from the nearest post-office, as well as some other particulars.

From this table it would appear that the average extent of the registrars' districts in question is nearly twenty square miles, and the population about 4,000. Also, that the average population of the chief place of the district (that of the whole parish appears in most cases to be given) is about 1,400; and the average distance of such place from the nearest post-office between four and five miles. Judging from the pains which the registrars appear to have taken, my Lords are of opinion that this table will be found to be tolerably accurate; still my Lords would suggest to the Postmaster-general the expediency of checking it, as regards the more important points, by reference to the Post-office surveyors.

The table is incomplete as regards a few places, where the registrars have as yet supplied part of the information only.

Transmit a copy of this Minute and of the table to the Postmaster-general for his information and guidance, and direct his Lordship to report from time to time, for the information of my Lords, the progress made in carrying their instructions into effect. Add, that my Lords will supply the information required to complete the table as early as possible.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

Referring to your Lordships' Minute of the 13th instant, relative to the extension of the Post-office distribution of the rural districts of England and Wales, transmitted in Mr. Trevelyan's letter of the 14th instant, I beg to state that it appears to me essentially necessary that the Post-office should be furnished with a map showing the limits of the registrars' districts alluded to in the table which accompanied your Minute, or if a map cannot be given, that I should be furnished with such detailed information respecting the boundaries of districts as will enable me

me to supply the surveyors with the requisite explanation relative to the extent of the district in which each place is situated, without which it appears to me they cannot report, in conformity with your Lordships' directions, as to the proper sites for the new Post-office establishments.

I beg also to submit for your Lordships' decision, whether in setting up new post-offices and receiving-houses, the messengers appointed to serve them from the nearest post-offices already established are to take the nearest routes to such new offices, or whether they are to diverge considerably, as is the present practice, from the straight road, in order to afford the accommodation of a post not only to the extreme points in which the offices have been set up, but also to all those villages lying within a moderate distance of the line of communication, and which from their correspondence are thought entitled to it, as in the event of the present regulation being followed out, the expenditure will be much increased, as very frequently two, instead of one foot messenger, will be requisite to perform the duty.

I request to be favoured with your Lordships' early decision on these points, in order that no time may be lost in calling upon the surveyors for their reports.

I have, &c.

General Post-office, 18 August 1841. (signed) *Lichfield.*

Copy of TREASURY MINUTE, dated 27 August 1841.

The Chancellor of the Exchequer informs the Board that he has given directions to Mr. Arrowsmith to prepare such maps as the Postmaster-general requires. Also, that he has requested the Poor Law Commissioners to obtain from the clerks of the several Unions the information which Mr. Arrowsmith will require as to the division of the Unions into registrars' districts.

Transmit copy of this Minute to the Postmaster-general, in reply to the first part of his Lordship's letter.

Add, in reply to the inquiry contained in the latter part of his Lordship's letter, that as a general rule, my Lords are of opinion it will be best, in the first instance at least, not to attempt more than the establishment of a post-office at some one village in each registrar's district which now possesses no post-office whatever; but that, nevertheless, when a second village whose correspondence is nearly equal to the first, can be included in the general system at a trifling additional expenditure, my Lords are desirous that the Postmaster-general should include such village, if his Lordship see no reason to the contrary.

MEMORANDUM in reply to last Paragraph of Order of The House of Commons, dated 21 March 1843.

No definitive arrangements have yet been made by the Post-office in conformity with the Minutes of the Lords of the Treasury, dated the 13th and 27th days of August 1841, relating to the Post-office distribution in the rural districts of the United Kingdom.

General Post Office, 8 April 1843. *W. L. Maberly.*

POST OFFICE.

RETURN respecting an EXTENSION of POST-OFFICE DISTRIBUTION in the RURAL DISTRICTS.

(Mr. Francis Baring.)

Ordered, by The House of Commons, *to be Printed,*
8 *May* 1843.

242

Under 1 *oz.*

POSTAGE.

RETURN to an Order of the Honourable The House of Commons, dated 12 May 1843;—*for*,

COPY of the TREASURY MINUTES of April and August last, directing the POST OFFICE to prepare an ESTIMATE of FOREIGN and COLONIAL POSTAGE; together with a Copy of such Estimate, and a Statement of the Date of its Receipt at the Treasury.

Whitehall, Treasury Chambers, 23 May 1843. } G. CLERK.

COPY of TREASURY MINUTE, dated 5 April 1842.

WRITE to the Postmaster-general and request he will cause My Lords to be supplied as early as possible with an estimate, for the year ending 5 January 1842, of the gross and net revenue derived from Foreign and Colonial Postage; the estimate of Receipts to be made out with as much detail as is convenient, and to state the deductions for "Returned Letters," &c.; the estimate of Expenses to be given under the same heads, so far as they are applicable, as those under which the general expenses of the Post Office are exhibited in the annual Finance Accounts, with the addition of such fractional part of the home expenditure of the department as the Postmaster-general may consider it fair to charge on Foreign and Colonial Letters and Newspapers for expenses incurred in their behalf, whether in their receipt, conveyance or delivery in this country, in general management, or in any other manner.

In addition to the preceding estimate, request his Lordship will cause My Lords to be supplied with an estimate, also, for the year ending 5 January 1842, of the amount of Foreign and Colonial Postage charged on the public departments.

COPY of TREASURY MINUTE, dated 9 August 1842.

WRITE to the Postmaster-general and request his Lordship's immediate attention to the Letter from this Board of the 7th of April last, desiring that he will cause My Lords to be supplied as early as possible with an estimate, for the year ending 5 January 1842, of the gross and net revenue derived from Foreign and Colonial Postage.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

IN compliance with Mr. Trevelyan's Letter of the 7th April last, directing me to furnish your Lordships with a detailed estimate, for the year ended the 5th January 1842, of the gross and net revenue derived from Foreign and Colonial Postage, I have now the honour to transmit for your information an estimate, which, after some considerable difficulty, has been prepared with as much detail as possible, and which I believe will show a fair average of the revenue derived from Foreign and Colonial Correspondence. To ensure, however, still further correctness on this important subject, I have given directions for the preparation of another Return, founded on actual accounts of numbers and amounts of Foreign Letters for two months, though some time I anticipate will elapse before this fresh estimate will be completed.

It will, however, I have ascertained, be necessary to incur a slight expense for the extra duty which the preparation of the estimate, upon the principles I have laid down, will occasion; but which, considering the value of a Return of this nature upon which reliance may be placed, I have not hesitated to sanction.

I beg, also, to transmit an estimate of the amount of Foreign and Colonial Postage charged to the various public departments, during the year ended 5th January 1842, which was likewise required in the Letter above referred to.

I have, &c.

General Post Office, 2 November 1842. } (signed) *Lowther.*

AN ESTIMATED ACCOUNT, in Detail, of Gross and Net Revenue derived from Foreign and Colonial Postage, for the Year ended the 5th January 1842.

An Estimated Account, in Detail, of the Gross Amount of Postage upon Foreign and Colonial Letters, including the Gross Produce of the Internal Posts in *British North America* and *Jamaica*, for the Year ended 5th January 1842.

		£. s. d.	£. s. d.
British North America, by Liverpool Steam Packets	Bermuda	385 16 11	
	Halifax	5,736 15 10	
	Quebec	14,021 – 11	
	New Brunswick	1,938 – 8½	
	Newfoundland	962 1 11	
	Prince Edward Island	301 19 10	
			23,845 16 1½
United States, by Liverpool Packets	Boston	– – –	24,457 11 11
British Colonies (North America excepted), conveyed by Falmouth Packets	Antigua	843 17 11	
	Bahamas	174 17 6	
	Barbadoes	1,707 7 8	
	Berbice	606 9 6	
	Carriacou	53 15 10	
	Demerara	2,407 3 10	
	Dominica	291 1 6	
	Grenada	562 6 –½	
	Jamaica	7,756 2 6	
	Montserrat	85 8 6	
	Nevis	217 5 6	
	St. Kitts	506 13 2	
	St. Lucia	360 16 7	
	St. Vincent	764 18 5	
	Tobago	354 13 9	
	Tortola	64 15 10	
	Trinidad	1,573 13 4	
	Malta	1,794 13 5	
	Gibraltar	2,065 13 3	
			22,191 14 –½
North America and Jamaica, Internal Postage	Canada	45,239 6 8½	
	New Brunswick	6,045 13 10½	
	Nova Scotia	6,551 3 10½	
	Jamaica	14,386 5 9	
			72,222 15 2½
France	France	45,843 6 6	
	Turkey, Italy, Spain, &c. *viâ* France	28,795 11 4	
	Switzerland – – – ditto	4,647 8 10	
	Germany – – – ditto	6,414 18 4	
	Mediterranean, by French Packets	4,097 7 4	
	America, West Indies, &c. for or from France, in transit through England, by Packets or Private Ship	6,722 9 10	
			96,521 2 2
Belgium	Belgium	11,712 10 3	
	Germany, *viâ* Belgium	7,481 4 3	
	America, West Indies, &c. for Belgium, in transit through England, by Packet or Private Ship	506 7 –	
			19,700 2 4
Holland	Holland	10,972 5 8	
	Germany, *viâ* Holland	5,626 4 3	
	America, West Indies, &c. for Holland, in transit through England, by Packet or Private Ship	764 2 –	
			17,362 12 4
Hamburgh and the North of Europe	Hamburgh, Bremen, &c. North of Europe	26,827 16 –	
	America, West Indies, &c. for or from Hamburgh, in transit through England, by Packet or Private Ship	3,473 15 3	
			30,301 11 3
India and Malta, *viâ* Marseilles	India	30,561 3 3	
	Malta and the Mediterranean	2,558 5 5	
			33,119 13 3
Foreign Countries, by Falmouth Packets, including India	Rio Bahia and Pernambuco	3,089 10 8	
	Monte Video and Buenos Ayres	1,037 1 10	
	La Guayra, Carthagena and Santa Martha	1,136 10 –	
	Cape Haytien	497 10 4	
	Chagres and Panama	257 – 2	
	Honduras	296 13 4	
	Vera Cruz and Tampico	2,081 19 4	
	Cuba	2,026 5 4	
	Vigo and Cadiz	3,131 16 8	
	Oporto and Lisbon	5,552 3 4	
	Alexandria and Beyrout	623 13 –	
	India	19,420 5 4	
	Madeira and Canaries	822 9 10	
			39,972 19 2
Conveyed by Ship	Letters for all parts	45,233 7 6	
	Newspapers ditto	3,787 7 3	
			49,020 14 9
	Gross Postage	£.	428,716 13 4½

AN ESTIMATE of FOREIGN and COLONIAL EXPENDITURE, for the Year ended 5th January 1842.

	£.	s.	d.
Salaries	18,806	10	11½
Travelling Charges	853	1	7½
Riding Work, Conveyance of Mails, Transit, Postage, &c.	60,122	3	4½
Tradesmen's Bills	393	4	9½
Rents and Taxes	506	1	11
Law Charges	91	17	5
Stationery and Advertising	1,465	–	3½
Miscellaneous	566	19	6½
£.	82,804	19	11

ABSTRACT.

	£.	s.	d.
ESTIMATE of GROSS AMOUNT of POSTAGE derived from FOREIGN and COLONIAL CORRESPONDENCE	428,716	13	4½
DEDUCTIONS for DEAD LETTERS	16,602	2	5½
	412,114	10	11
DEDUCTIONS for FOREIGN and COLONIAL EXPENDITURE	82,804	19	11
*ESTIMATED NET REVENUE from FOREIGN and COLONIAL POSTAGE, for the Year ended the 5th January 1842	329,309	11	–
*N. B.—This does not include the Official Postage of the various Public Departments, amounting to	51,579	17	8
Which being added makes £.	380,889	8	8

The above Estimates were received at the Treasury on the 2d November 1842.

POSTAGE.

COPY of TREASURY MINUTES of April and August 1842, directing the POST OFFICE to prepare an ESTIMATE of FOREIGN and COLONIAL POSTAGE; together with a Copy of such Estimate, &c.

(*Mr. Hutt.*)

Ordered, by The House of Commons, *to be Printed,*
24 *May* 1843.

284.

Under 1 *oz.*

PORT OF FALMOUTH.

RETURN to an Order of the Honourable The House of Commons, dated 30 May 1843;—*for*,

COPY of the Correspondence which has taken place with regard to the Removal of the Peninsula, West India and Oriental Mail Packets from *Falmouth*; and of any Treasury Minute relating thereto.

Whitehall, Treasury Chambers, 9 June 1843. G. CLERK.

Ordered, by The House of Commons, *to be Printed*, 12 *June* 1843.

Sir, Admiralty, 8 April 1842.

I am commanded by my Lords Commissioners of the Admiralty to transmit to you, for the consideration and directions of the Lords Commissioners of Her Majesty's Treasury, the copy of a letter from the Managing Directors of the Peninsular and Oriental Steam Navigation Company, respecting their claim to 2,000*l.* per annum, in addition to the present amount of contract money paid to them for the conveyance of the Mails, in consequence of Falmouth continuing to be the port from whence the Mails are despatched.

I am, &c.

Sir George Clerk, Bart. (signed) *John Barrow.*

Peninsular and Oriental Steam Navigation Company,

Sir, Offices, 51, St. Mary Axe, London, 7 April 1842.

We are instructed by the contractors for the conveyance of the Indian Mails, &c., between England and Alexandria, to represent to you, for the consideration of the Lords Commissioners of the Admiralty, the following circumstances under which the contractors conceive that they have an equitable claim on the public for arrears due, at the rate of 2,000*l.* per annum, since the commencement of that service on the 1st September 1840.

The contractors beg to refer their Lordships to the terms of their tender for the performance of this service, in which they stipulated that the amount of remuneration therein inserted was proposed under the contemplation that the Mails would be embarked and delivered at Southampton or Portsmouth, and not at Falmouth, and that if the Mails should be embarked and delivered at Falmouth the contractors would require 2,000*l.* per annum in addition to the amount inserted in the tender, to compensate for the additional expense they would thereby incur.

Upon this tender the contractors obtained the preference for executing the service, their terms having been found more advantageous to the public than the proposals of other parties who were invited by advertisement to compete for it, after the plan and offer to execute it had been suggested and submitted on behalf of the present contractors to Her Majesty's Government.

The omission of a similar stipulation in the contract to that made in the tender, arose in consequence of the Commissioners appointed to select a port in the Channel the best adapted for the embarkation and delivery of the Mails, having selected the port of Dartmouth for that purpose. On the part of Government this decision of the Commissioners was intimated to the contractors, accompanied by a suggestion that the stipulation for the additional remuneration to compensate the extra expences of the vessels by calling at Falmouth should be withdrawn; subsequently it was agreed, at the request of the then Secretary of the Treasury, R. Gordon, Esq., that the vessels should call at Falmouth for a period of three months, pending the completion of the necessary arrangements for removing the Post-office establishment to Dartmouth, without claiming any part of the extra sum of 2,000*l.*, but that should

the Mails continue to be landed and received there for a longer period, the contractors would throw themselves on the justice of Her Majesty's Government for such additional remuneration as the circumstance of the case might call for. In confirmation of this statement we beg leave to refer their Lordships to the original tender, to Mr. More O'Ferrall's letter, addressed to us under date 14th August 1840, and to our reply of the same date on behalf of the contractors.

The vessels having been required to deliver and receive the Mails at Falmouth for a period of one year and seven months, up to the 1st instant, the contractors now with confidence throw themselves on the justice of Her Majesty's Government to make good to them the amount of remuneration stipulated for in their original tender, and recognized in the correspondence alluded to.

We have, &c.

The Secretary of the Admiralty, &c. &c. signed) *Willcox & Anderson.*

Sir, Admiralty, 26 May 1842.

Referring to my letter of the 8th ultimo, I am commanded by my Lords Commissioners of the Admiralty to enclose to you, for the purpose of being laid before the Lords Commissioners of Her Majesty's Treasury, a further letter from the Managing Directors of the Peninsular and Oriental Steam Navigation Company, renewing their claim for compensation in consequence of Falmouth continuing the port from whence the Mails are despatched.

I am, &c.

Sir George Clerk, Bart., &c. &c. Treasury. (signed) *John Barrow.*

Peninsular and Oriental Steam Navigation Company,

Sir, Offices, 51, St. Mary Axe, London, 25 May 1842.

With reference to our letter of the 7th April 1842, submitting a claim on behalf of contractors for the conveyance of Her Majesty's Mails to and from Alexandria, for compensation on account of their vessels having been compelled to receive and deliver the Mails at Falmouth, we are desired respectfully to request that the contractors may be favoured with the result of their Lordships' consideration of the same.

We have, &c.

The Hon. Sidney Herbert, M.P. &c. Admiralty. (signed) *Wilcox & Anderson.*

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post Office, 20 May 1842.

In returning the accompanying letter from Sir John Barrow, with its enclosure from the Peninsular and Oriental Steam Navigation Company, on the subject of a claim preferred by them at the rate of 2,000 *l.* per annum, in addition to the amount they at present receive under their contract for the conveyance of the Mails, I beg to state, there are no papers relating to the subject in question in this office, and that as the claim rests upon the understanding alleged to have been agreed upon between themselves and the Lords of the Admiralty, by whom the contract was executed under the sanction of the Treasury, I presume that department alone is competent to give an opinion how far it is just and equitable.

I have, &c.

(signed) *Lowther.*

Sir, Treasury Chambers, 31 May 1842.

Referring to your letter of the 8th ultimo, transmitting a copy of a letter from the Managing Directors of the Peninsular and Oriental Steam Navigation Company, respecting their claim to 2,000 *l.*, in addition to what they already receive, in consequence of the Mails being continued to be despatched from Falmouth,

Falmouth, I am commanded by the Lords Commissioners of Her Majesty's Treasury to request that you will move the Lords of the Admiralty to furnish my Lords with the documents mentioned in Messrs. Willcox and Anderson's letter of the 7th of April.

(signed) *C. E. Trevelyan.*

The Secretary to the Admiralty.

Sir, Admiralty, 14 June 1842.

With reference to your letter of the 31st ultimo, requesting, with reference to the claim of the Peninsular and Oriental Company to 2,000 *l.* in addition to what they already receive, in consequence of the Mails being continued to be despatched from Falmouth, to be furnished with the documents mentioned in Messrs. Willcox and Anderson's letter of the 7th April, I am commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Lords Commissioners of Her Majesty's Treasury, an attested copy of the note attached to the original tender of the contractors.

I am, &c.

C. E. Trevelyan, Esq. (signed) *John Barrow.*

(Attested copy.)
(signed) *Sidney Herbert.*

"The sums stated in the tender and preceding article are proposed under the expectation that Portsmouth or Southampton will be the place of embarkation and debarkation of the Mails, and not Falmouth. Should Falmouth be determined on for that purpose by their Lordships, the Company will require 2,000 *l.* per annum in addition to these sums, as an indemnification for the loss and prejudice which it is estimated their enterprise will suffer by such an arrangement."

Sir, Treasury Chambers, 30 June 1842.

I am commanded by the Lords Commissioners of Her Majesty's Treasury to request you will state to the Lords of the Admiralty that, having had under their consideration all the circumstances connected with the claim preferred by the Peninsular and Oriental Steam Navigation Company to an additional allowance of 2,000 *l.* per annum, in consequence of Falmouth continuing to be the port from which the Mails are despatched, their Lordships are of opinion that in dealing with parties who enter into contracts with Government, it would be a course most unsafe as regards the public interest, to depart from the terms of agreement specified in the contract.

Circumstances frequently occur to render a departure from the terms specified in the original tender advisable, and the terms of the contract as ultimately arranged and entered into, are those alone to which reference can be made.

Entertaining this view of the subject, their Lordships desire me to state that they must decline entertaining the present application of the Peninsular and Oriental Steam Navigation Company.

(signed) *C. E. Trevelyan.*

To the Secretary to the Admiralty.

Sir, Admiralty, 18 July 1842.

With reference to your letter of the 30th ultimo, conveying the decision of the Lords Commissioners of Her Majesty's Treasury upon the claim for an additional allowance of 2,000 *l.* per annum on the part of the Peninsular and Oriental Steam Navigation Company, while they continue to embark and deliver the Mails at Falmouth, I am commanded by my Lords Commissioners of the Admiralty to transmit to you, for the consideration of the Lords of the Treasury, the copy of a letter from the secretary of the Company urging a reconsideration of their claim.

I am, &c.

Sir George Clerk, Bart. (signed) *Sidney Herbert.*

Peninsular and Oriental Steam Navigation Company,
Sir, Offices, 51, St. Mary Axe, London, 15 July 1842.

By order of the Directors of the Peninsular and Oriental Steam Navigation Company, I have the honour to acknowledge receipt of your letter of the 9th instant, informing them that the Lords Commissioners of Her Majesty's Treasury had declined entertaining the application which was made under date 7th April last, by Messrs. Willcox and Anderson, on behalf of the contractors for the conveyance of the Mails between this country and Alexandria, for an additional allowance of 2,000 *l.* per annum in consideration of their vessels having been compelled to continue the embarkation and delivery of the Mails at the Port of Falmouth.

With reference to the reasons which the Lords of the Treasury have been pleased to assign for their refusal to entertain that application, the Directors of this Company desire respectfully to submit the following statement and observations, which they trust will induce their Lordships to reconsider the case.

While the Directors are willing to recognise as a general rule the inexpediency of allowing a reference (except to the terms of agreement specified in a public contract), they submit that there are special circumstances connected with the claim in question which entitle it to exception. Previous to the signing of this contract there were two points which, although it was considered proper that they should not appear on the face of the contract, and which were therefore at the request of those members of Her Majesty's Government with whom the stipulations of the contract were finally arranged, omitted from it, yet were never relinquished by the contractors.

These points were, 1st. A permission to remain 12 hours at Alexandria after receiving on board the Mails, in order to afford time for embarking passengers. 2nd. That in case the vessels of the contractors should be required to continue the landing and embarking of the Mails at the Port of Falmouth after the months of September, October, and November 1840, the contractors were to be paid the sum of 166 *l.* 13 *s.* 4 *d.* per month (equal to 2,000 *l.* per annum) in addition to the annual sum payable under the contract, for so long as they might be required to call for such purpose at that port. The first point was recognised by a letter addressed to the agents of the contractors by Mr. More O'Ferrall, then Secretary of the Admiralty, under date 25th June 1840, and has been occasionally availed of by the contractors. In regard to the second point, the claim of the contractors was also distinctly reserved, as appears from the accompanying report on the subject addressed to me by Mr. A. Anderson, one of the managing directors of this Company, who conducted the negociation of the contract, and to which report their Lordships' attention is respectfully requested.

Taking into consideration the facts and circumstances therein detailed, the Directors respectfully submit that the claim which in justice to the numerous proprietary of this Company now interested in it, and fully cognizant of the grounds upon which it is based, they have felt it their duty to bring forward, cannot (not in equity) be rejected.

To the Honourable Sidney Herbert, M.P.

I have, &c.
(signed) *J. Allan*, Secretary.

Peninsular and Oriental Steam Navigation Company,
Sir, Offices, 51, St. Mary Axe, London, 14 July 1842.

In compliance with the request of the Board of Directors that I would furnish you, for their information, with a written statement of the circumstances under which the stipulation contained in the tender for the conveyance of Her Majesty's Mails between England and Alexandria, that an additional payment at the rate of 2,000 *l.* per annum would be required by the contractors if the Mails should continue to be embarked and delivered at Falmouth, was omitted to be inserted in the contract, I beg to report as follows.

Towards the conclusion of the arrangement of the details of the contract it was stated to me by Mr. Robert Gordon, then Secretary of the Treasury, with whom I had frequent personal conferences on the subject, that in consequence of a recommendation which had been made by certain Commissioners appointed to select a port in the Channel for a packet station, it was the intention of Government to discontinue the embarkation and delivery of the Mails at Falmouth,

mouth, but that a short period would be required to complete the arrangements for removing the packet station to another port, during which he hoped that the tenderers would so far concede as to allow their vessels to call at Falmouth to receive and deliver the Mails without making the additional charge stipulated for in the tender.

In order to ascertain with some precision what time would be necessary for this purpose, the assistant secretary of the Post-office was consulted; and on the 12th August 1840 I met that gentleman and Mr. Gordon by appointment at the Treasury, and the result of the conference was, that three months were considered sufficient for effecting the arrangements, and on the part of the tenderers it was agreed that the vessels should call at Falmouth to receive and deliver the Mails during the months of September, October, and November then next ensuing, say of the year 1840, without making any extra charge, but that if the vessels should be required to continue to call there after that period, then the contractors would claim an extra payment of 166*l.* 13*s.* 4*d.* per month (equal to 2,000*l.* per annum), for so long as they might be required so to call.

A memorandum to this effect was written and signed by me, on behalf of the contractors, at the Treasury on the same day, 12th August 1840, and there delivered to Mr. Gordon, who caused a letter to be addressed on the following day to the Admiralty, embodying the tenor and conditions of the concession for the purpose of being inserted in the draft of the contract, and of this I was informed verbally by the Secretary of the Admiralty. Subsequently, however, Mr. Gordon proposed that as there was little probability of the vessels being required to call at Falmouth beyond the period conceded, it would be unnecessary to encumber the contract with the clause referred to, and he therefore expressed a wish that it should be omitted altogether, under the impression that such would be the case; this point was also yielded, but not without a distinct reservation of the equitable claim of the contractors to extra remuneration, in the event of the Mails continuing to be landed or received at Falmouth longer than the three months conceded. This reservation was made in a letter addressed to the Secretary of the Admiralty, by the late firm of Willcox and Anderson, under date of the 14th August 1840, and which was forwarded by the Admiralty to the Lords Commissioners of the Treasury the following day. This letter, coupled with the memorandum and letter of the Treasury to the Admiralty, to which I have hereinbefore referred, afford, I submit, sufficient proof that the omission from the contract of the stipulation in question forms no bar to the equitable claim of this Company to the extra payment of 166*l.* 13*s.* 4*d.* per month, commencing from 1st December 1840.

I think it proper to remind the Board that during the whole course of the arrangement of the contract, which occupied a much longer time than was at first anticipated, the contractors continued to place implicit confidence in the good faith and fair dealing of the Government, so much so, that in order the more promptly to meet the views of Government, who were desirous of a speedy commencement of the accelerated communication, the contractors not only involved themselves in a heavy expense in fitting out the vessels for the intended service, providing depôts of coals, &c. but actually despatched the Oriental for Alexandria with Her Majesty's mails and despatches before even any contract was signed.

I am, &c.

To the Secretary of the Peninsular and Oriental Steam Navigation Company. (signed) *A. Anderson.*

Sir, Treasury Chambers, 4 August 1842.

The Lords Commissioners of Her Majesty's Treasury have had under their consideration the letter from the Secretary to the Peninsular and Oriental Steam Navigation Company, which accompanied your communication of the 18th ultimo, and have referred to Mr. Gordon's letter, dated the 13th August 1840,* to the Secretary of the Admiralty, stating that the Lords of the Treasury were of opinion that no additional sum should be received by the contractors for conveying the Mails between England and Alexandria, for putting into Falmouth for

* *See* page 6.

for the purpose of receiving the Mails on board for the first three months, namely, September, October, and November 1840, but that if required to take on board, or deliver the Mails there for any longer period, they should be paid at the rate of 166*l.* 13*s.* 4*d.* per month for such longer period, in addition to the current annual sum stipulated in the contract.

Their Lordships are of opinion that the contractors are entitled to be paid at the above rate in addition to the sums which they have received under their contract, from the termination of the three months specified in Mr. Gordon's letter of the 13th August 1840, and so long as they may be required to take on board or deliver the Mails at Falmouth.

I am therefore to request that you will move the Lords of the Admiralty to give the necessary directions accordingly.

I am, &c.

To the Secretary of the Admiralty. (signed) *C. E. Trevelyan.*

Sir, Treasury Chambers, 13 August 1840.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to request you will state to the Board of Admiralty, with reference to your letter of the 27th ultimo, that my Lords approve of the conditions of the contract for the accelerated conveyance of the Mails between England and Alexandria therein forwarded to this Board. They wish, however, that some alteration should be made in the 25th clause, and they forward a draft to be inserted in lieu of the clause as it now stands, which it is understood will not be objected to by the contractors.

I have further to state with reference to the port of departure, that my Lords will give their early consideration to the recommendation of the Committee of Inquiry; but that in the mean time their Lordships consider it will be necessary, with regard to the Post-office arrangements, that the Mails should be put on board at Falmouth.

Adverting to this point as connected with the second paragraph of the 31st clause, my Lords are of opinion that no additional sum shall be received by the contractors for putting into Falmouth for the first three months, viz. September, October, and November next; but if required to take on board or deliver the Mails there for any longer period, they shall be paid at the rate of 166*l.* 13*s.* 4*d.* per month for such longer period, in addition to the current annual sum stipulated in the contract.

On the contractors agreeing to these terms, my Lords will fix on the 1st of September next as the day of departure.

I am, &c.

To the Secretary of the Admiralty. (signed) *R. Gordon.*

71, Old Broad-street, 20 May 1842.

To the Secretary of the Right honourable the Lords of Her Majesty's Treasury.

Sir,

As chairman of the committee appointed at a public meeting of merchants held in this city on the 12th instant, I have honour to lay before you the documents as per margin,* and to request that you will bring the same to the early notice of the Right honourable the Lords of Her Majesty's Treasury.

I may be permitted to remark, the subject under notice is of the first importance to the mercantile interests of this country, which presses to be relieved from the injury it sustains under the prevailing system. The remedy asked for can be easily derived, and when obtained will cause a saving of expense to the Government.

It is my duty also to call special attention to the memorial itself, bearing as it does the signatures of the most eminent, intelligent, and wealthy merchants in London, which proves the subject to be one of paramount consideration to the commerce of this land.

I shall

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* 1. The Memorial.
2. Copies of the Resolutions passed.
3. Copy of Memorial, dated March 1840.
4. Copy of a Letter, dated 5 June 1840.

} *See* printed Paper, No. 67 of 1841, pages 2 and 3.

I shall be glad to be informed when the Right honourable the First Lord of the Treasury will be pleased to receive a deputation to confer more at large upon the subject.

I have, &c.
(signed) *W. Crawford.*

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

THE Memorial of the undersigned Merchants of London and others interested in the Mail Communication with the East and West Indies, the Mediterranean, the Levant, Spain, and Portugal, agreed to at a Public Meeting held at the London Tavern on Thursday 12 May 1842,

Showeth,

That the facilities now afforded by railway transit renders the Port of Southampton much more eligible for the embarkation and landing of the Mails conveyed by steam-packets to and from the above places than any other port in the English Channel.

That the continuance of the Port of Falmouth as the place of embarkation and landing of these Mails is productive of serious detriment to the very important public interests involved in the speediest interchange of correspondence.

That your memorialists are prepared to prove, from the experience afforded by the actual arrivals at Southampton of the Mail contract steam-vessels employed in the service referred to, that the delivery of the Mails in London, Birmingham, Manchester, Liverpool, and Glasgow, as well as other great manufacturing and commercial towns, have in the majority of instances been retarded from one to two days in consequence of being landed at Falmouth, as compared to the time they might have been delivered if they had been landed at Southampton.

That as regards the Peninsular Mail acceleration, the important advantages would be gained of shortening the course of post by one week, because the letters by the packets arriving from the Peninsula would, in ordinary circumstances, be received in sufficient time to admit of answers being returned to them by the outward-bound packet of the same week; whereas by the existing arrangement of landing and embarking these Mails at Falmouth, the inward Mails are not delivered in London until two days after the departure of the outward Mails. Upon this point, together with a further improvement which may be effected in the transmission of the Peninsular Mails by making Wednesday the day of departure from London, your memorialists interested in that part of the question beg leave to refer to a memorial which they addressed to the Lords Commissioners of Her Majesty's Treasury under date of the 18th March 1840, a copy of which, together with that of an explanatory letter, dated 5th June of the same year, they have the honour to transmit herewith.

That as regards the outward Mails to India, your memorialists are also prepared to show, that if they were embarked at Southampton instead of Falmouth, they might be made up in London one day later without retarding the arrival of the Mail steamer at Malta beyond the time at present stipulated in the contract; and that the Mails being thus made up on the evenings of the first of every month, instead of the last day of the preceding month, would be of considerable advantage to merchants connected with India, China, &c., inasmuch as it would enable them to forward the monthly commercial reports by the steam-packet conveyance, instead of being compelled to forward them at a heavy expense through France.

Your memorialists therefore pray that your Lordships will be pleased to take these facts into consideration, and adopt with the least possible delay the necessary measures for carrying into effect improvements of such important benefit to the commercial and public interests of the country.

Crawford, Colvin, & Co.
Foster, Brothers.
Darthez, Brothers.
Lonergan & Co.
Dallas & Coles.
Shaw & Caffary.
James Giro.
Jameson, Hunter & Co.

Briggs, Thurburn & Co.
Gregson & Co.
Cruikshank, Melville & Co.
Entwistle & Garnet.
Daniell, Dickenson & Co.
J. Bagshaw.
James Elmslie & H. Stooks.
Zulueta & Co.
Joseph Lobb.
Samuel Thornton.
F. de Lizardi & Co.
Barclay, Brothers.
Cockerell & Co.
H. D. & J. Blyth.
Ross & Ash.
Cazenove & Aubertin.
Chas. Sp. Compton.
Thos. & Chas. S. Paris.
Jamieson, Brothers & Co.
Lesley, Alexander & Co.
Mangles, Price & Co.
Finlay, Hodgson & Co.
Burmester, Brothers.
Arbuthnot & Latham.
Lyall, Brothers & Co.
Walkinshaw & Co.
Rickards, Little & Co.
Baring, Brothers & Co.
Davidsons, Barkley & Co.
Hibbert & Co.
John Deffell & Son.
John Henry Deffell & Co.
Ellice, Kinnear & Co.
William Fraser, Neilson & Co.
N. M. Rothschild & Co.
Per proc. Aguérre, Solarte, & Murrieta, F. M. Antonini.
P. Murrieta.
Fletcher, Alexander & Co.
Palmer, Mackillop, Dent & Co.
Rawson, Norton & Co.
Small, Colquhoun & Co.
Evans, Forster, & Langton.
Williams, Deacon & Co.
Willis, Percival & Co.
Forbes, Forbes & Co.
Niven Kerr, Black & Co.
Sadler, Harrison & Co.
Cavan, Brothers & Co.
William Burnie & Co.
Hayter & Howell.
Buckles, Bagster, & Buckles.
Martinez, Gassiot & Co.
Barber, Nephew, & Cobb.
Elliott, Frith & Co.
Evans, Forster, & Langton.
J. W. Lubbock & Co.
Burdon & Gray.
John Barlow.
S. Thomson, T. Bonar & Co.
Parbury, Thacker & Co.
F. Mangles & Co.
Mangles, Price & Co.
Jaulerry & Co.
Robert Eglinton & Co.
Rougemont, Brothers & Co.
H. & G. Dowse.
H. & D. Sharpe.
Collman & Stolterfoht.
Martins, Holt & Co.
J. & H. Ranking & Co.
Gardner & Urquhart.
Wye, Brothers.
H. J. Albrecht & Co.
C. Devaux & Co.
C. J. Hambro & Son.
Jonides & Co.
Franghiadi, Brothers.
Richard & Robert Butler & Co.
James Bult, Sons & Co.
T. Haviside & Co.
W. Turner.
John Pirie & Co.
John Chapman & Co.
J. G. Duff & Co.
Per proc. John Montefiore, John Montefiore, junior.
E. F. Green, per Charles Green.
F. J. Van Zeller.
Carlos Francisco Monteiro.
Ralli & Mavrojani.
Wilson, Wilson & Co.
Norton, Kilburn & Co.
William Morrice.
Castelli Guistoniani & Co.
Bruno, Silva & Co.
Pinto Perez & Co.
Francis Tuke.
Fonseca, Monteiro, & Guzman.
Per proc. Duff, Gordon & Co., T. E. Williams.
M. F. Soares.
L. R. Bischoffsheim.
Krauetler & Mieville.
Ewart, Maccaughey, & Delafosse.
Alexander George Milne & Co.
Richard Gibbs.
Byass & Charington.
Jacob Warner, Sons & Co.
Moffatt & Co.
Watkins & Hope.
Thomson, Hankey & Co.
Hulbert, Layton & Co.
Thomas F. Chassereau.
Spartali & Lascaridi.
Paudiat & Ricci.
Rodocanachi, Sons & Co.
Argenti Sechiari.
Cheape & Leslie.
Bosanquet & Naghton.
Lopez & C. M'Kinnell.
W. Fox & Co.
Francis Ribello.
Donaldson & Dixon.
Per proc. John Oliveira, J. Vickers.
Perkins, Schlusser, & Mullens.
Thomas Morgan & Co.
Krüger & Borrett.
Bruno, Silva & Co.
J. M. Morlet.
De Mattos & De Leon.
H. Castellain, Sons & Co.
Bell & Grant.
Hanson, Brothers.
Julius Bordiez.
Per proc. Scott, Bell & Co., John Scott, junior.
Alexander Grant.
M. J. & C. Woodhouse.
Woodbridge, Dyer, & Woodbridge.
N. & H. Mayo.
Carey & Browne.
Man & Aspinel.
Cottam & Kelham.
Cockburn, Brothers & Co.
J. Reay, per K. Reay.
Albert Dümmler.
Herman Sillem.

Hyde,

Hyde, Lenox & Co.
John T. Oxley & Co.
J. C. Lochner.
Beckford & Rankin.
Per proc. William Leaf & Co., S. D. Lankeran.
T. & W. Smith.
Robert & Benj. Brown & Co.
Brandram, Brothers & Co.
Anschive de Arroyave.
G. Mackrell.
J. L. Heathorne.
Grey & Coles.
Per proc. William Lonergan & Co., Richard M'Nally.
Scaley & Maude.
Robert P. Renell & Co.
J. J. Pico.
Clode & Son.
John Mackie & Co.
Benjamin Green & Son.
T. & R. Moffatt.
Trueman & Cook.
Frederick Barnes & Co.
Warre, Brothers.
Arch. Paul & Co.
Gledstanes, Kerr & Co.
John Locke & Co.
Magniac, Jardine & Co.
J. Prestwich & Son.
J. M. Hilles & Co.
Allnutt & Arbouin.
James Courtney.
Jacob Ruffy.
Long & Edwards.

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12 May 1842.

At a public Meeting held at the London Tavern this day, consisting of Merchants, Bankers, and others deeply interested in the Mail Communication with the East and West Indies, the Mediterranean, the Levant, Spain, and Portugal, the following Resolutions were proposed and unanimously agreed to:—

1. That it appears to the meeting that the existing arrangements by which the contract steam-vessels employed in the transmission of the East and West Indian, Mediterranean, Levant, and Peninsular Mails are compelled to take on board and deliver their Mails at the Port of Falmouth, is productive of very serious detriment to the public interests, inasmuch as numerous instances have been and continue to be furnished, that if they were permitted to proceed direct from and to Southampton, and there receive and deliver the Mails, the letters would, under ordinary circumstances, be delivered in London considerably earlier than they now are in consequence of being landed at Falmouth. That the alteration is the more important, from the fact, that whereas the East India Mail is now necessarily despatched from London on the last day of each month, another day would, by the contemplated change, be gained, inasmuch as they would then be forwarded on the evening of the first ensuing month, as shown by the statement before the meeting.

2. That with regard to the Peninsular Mails, besides this disadvantage in retarding their delivery, the additional and very serious evil of a week's delay in the course of post is incurred, as there would be ample time, were the letters delivered at Southampton, to reply to them by the outgoing Mail of the same week; whereas by the existing arrangement the letters are delivered never less than two days after the departure of the outward Mails; and that an alteration in the day and hour of the departure of these vessels is required to be made simultaneously with the change in the port of arrival and departure.

3. That the memorial now read be put in course of signature, to be submitted to Her Majesty's Government; and that for the more speedy and effectual carrying out of the object of this meeting, a committee to consist of the following gentlemen, members of the original committee nominated in 1840, and others, with power to add to their number, be appointed to bring the subject before Her Majesty's Government, and to confer upon the best means of obtaining its early accomplishment; and that the committee be further requested to report the result of their proceedings at a future meeting, to be convened by the committee for the purpose.

(signed) *W. Crawford,*
Chairman.

To the Secretary of the Right honourable the Lords of Her Majesty's Treasury.

Sir,

On the 23d ultimo I had the honor to transmit a memorial through you to the Right honourable the Lords of Her Majesty's Treasury, from the merchants of this city deeply interested in the East India, China, Peninsular, and Levant

trades, praying for an alteration in the departure and arrival of the contract Mail steamers to and from those several places.

I find the public meeting which took place on the 12th ultimo on this subject here has already been responded to by the merchants in Portugal, and the committee appointed at the public meeting in London feel themselves more urgently called upon to request the inconvenience and injury which the sustain by the working of the present arrangements may be remedied.

May I therefore venture to hope that at an early day the Right honourable the First Lord of Her Majesty's Treasury will be pleased to receive a deputation for promoting the object sought.

I have, &c.

17, Broad-street, 9 June 1842. (signed) *W. Crawford,* Chairman.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

I HAVE the honour to address your Lordships, as chairman of a meeting held this day of the Committee appointed by a public meeting, held in the month of May last, on the subject of petitioning your Lordships that Southampton might be made the port of departure and arrival for the Mails to and from the East Indies, the Mediterranean, Spain, Portugal and Gibraltar.

The chairman of that public meeting, with a deputation from the Committee, had subsequently the honour of an interview with the Right honourable Sir Robert Peel, baronet; who received them most courteously, and led them to entertain the hope, that the evil complained of would have the care ful consideration of Her Majesty's Government, and that it would be speedily remedied. At that interview the chairman laid before the Right honourable Sir Robert Peel undeniable facts, showing that the system acted upon was not only most inconvenient, but highly prejudicial to the merchants of England generally, and indeed to every person connected with the commerce and correspondence of those countries.

The deputation also availed themselves of the opportunity to point out to the First Lord of Her Majesty's Treasury the advantage that would be gained to Government by agreeing to their request, namely, a saving amounting to about 2,000*l.* in the contract with the Peninsular and Oriental Steam Navigation Company.

I have to express to your Lordships the deep regret and disappointment which the Committee feel, in not having received from Her Majesty's Government a favourable decision, on a point so important to the commerce of this country, and they request me most respectfully to beg that your Lordships will give the matter your early consideration, as the Committee feel, that the time has now arrived when they must report their proceedings at a public meeting of the merchants interested in the question, to be called for that purpose at an early period.

I am also desired to inform your Lordships, that the Committee are prepared to produce additional evidence of the delay and injury arising from the delivery of letters at Falmouth, instead of Southampton, should it be desired.

I will be glad to be honoured with your Lordships' answer to this letter, and I have the honour to remain,

My Lords, &c.

29, Austin Friars, 14 February 1843. (signed) *William Dallas.*

My Lord, Treasury Chambers, 24 February 1843.

IN transmitting to your Lordship the enclosed copy of a letter from Mr. Dallas, as chairman of the Committee on the subject of petitioning this Board that Southampton might be made the port of departure and arrival for the Mails to and from the East Indies, the Mediterranean, Spain, Portugal and Gibraltar, I am directed by the Lords Commissioners of Her Majesty's Treasury to state to your Lordship that it appears to this Board advisable, unless your Lordship should see any valid objection to the change, to despatch the

the Mediterranean Mail from Southampton, and to relieve the public from the charge of 2,000*l.* a year now incurred by calling for the Mail at Falmouth.

I have, &c.
To the Postmaster-general, (signed) *G. Clerk.*
&c. &c. &c.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

I HAVE the honour to acknowledge the receipt of Sir George Clerk's letter of the 24th February, with the copy of a communication from Mr. Dallas on the subject of making Southampton the port of departure for the Mediterranean Mails, instead of Falmouth, and having directed the superintending president of the Inland Office to report upon the proposed measure, I now beg to enclose a copy of that officer's report for your Lordships' information. I should premise that your Lordships' having, as I conclude, decided upon authorising the proposed alteration, I presume it is your intention to include in the measure the whole of the weekly peninsular packets by which the Mediterranean Mails of of the middle of the month are conveyed to Gibraltar, the Mediterranean packet itself being the only one alluded to in Sir George Clerk's letter, as I take it for granted that you will not adopt the measure of causing the Mediterranean letters to be forwarded by postmasters one fortnight of the month to Southampton and for the other to Falmouth, thus creating the greatest confusion and uncertainty in the transmission of such correspondence; and I now beg to refer your Lordships to the statement of the surveyor of the district of the 15th September last, copy of which I transmitted in my letter of the 4th January, and to state that as I fully concur in the concluding remarks in that report, and consider that if the Mails alluded to are to be despatched from Southampton, it will be expedient to have them made up in London, I directed the superintending president of the Inland Office to proceed on this supposition, and I am happy to perceive from his report that the additional expense attending this course, as regards the whole of the Peninsular, the Mediterranean, and Oriental Mails will not be considerable, Mr. Bokenham being of opinion that by the addition of one clerk to the present force of his office, the new duty might be provided for, and as upon the alteration coming into effect this clerk could be spared from the Falmouth Packet Office, no real increase of expense would be incurred in this respect.

With regard to the additional space that will be required in the Inland Department here for making up the Mails in question, I beg to explain that it is proposed to appropriate for this purpose the lobby at the north-east corner of the Great Hall, opening a communication from the Inland Office which adjoins the lobby, and I enclose a statement furnished by the Board of Works, from which it appears that the expense attending the necessary alterations is estimated at 95*l.*

Having stated what arrangements will be necessary upon the Peninsular, Mediterranean, and Oriental Mails being despatched from Southampton, I beg to direct your Lordships' attention to the statements contained in the reports of the surveyor and superintending president already referred to, as to the making up of the West India Mails in London, and despatching them also from Southampton, a measure which I presume must follow the present contemplated alteration. It will be seen that it is considered this additional duty might be provided for by the transfer of a second clerk from the Falmouth Packet Office, and as the Brazilian and Buenos Ayres Mails only will then remain to be despatched from Falmouth, I apprehend it will become a question how far it may be thought necessary to keep up the packet office at that place as a separate establishment.

I request your Lordships will favour me with your decision on the points in question, and I also transmit separately a return of the Falmouth establishment.

I have, &c.
General Post-office, 5 May 1843. (signed) *Lowther.*

Sir, Inland Office, 13 April 1843.

I BEG to return you the papers relating to the proposed despatch of the Indian, Mediterranean, and Peninsular Mails from Southampton instead of from Falmouth as heretofore, and at the same time to submit the following observations.

In compliance with his Lordship's wishes I proceeded to Falmouth for the purpose of making myself acquainted with the various details connected with the despatch of these Mails, in which object I had every assistance afforded me by the agent and his clerks.

As regards the Peninsular and Mediterranean Mails it is unnecessary for me to trouble you with any observations; they are not so heavy but I think they may be made up here ready for embarkation without disturbing any of our present arrangements, beyond calling a clerk upon extra duty once a fortnight.

The monthly Mail for India, Malta, and the Ionian Islands is a different and a very heavy affair (the particulars of it are given in Mr. Johnson's Report): it would be impossible for me to have it made up here ready for despatch in the space allotted for the duty of the present time, but from what I saw of it, I think, if the alterations alluded to in your Minute to the Postmaster-general are effected, this serious and principal objection to the Mails being made up in London will at once be set aside.

The sorting, packing, &c. of the India Mail require the whole force of the agent's establishment (viz. the agent, four clerks, and two porters) on the days of despatch; but in this department, where the labour of the clerks is so much subdivided, the additional business of disposing of this Mail will be, comparatively speaking, of infinitely less importance; and can, I am inclined to think, be met by one new clerk, for it must be borne in mind that we have already by far the largest portion of the India Mail *viâ* Falmouth through this department, although not the final making up; upon this point, however, of the amount of additional assistance, I may be mistaken; but I have given the subject my best attention, and am quite prepared to commence with that assistance, should his Lordship be pleased to give it.

In a conversation I had with Mr. Gay, he admitted that one of the experienced clerks might be spared from his office, should the contemplated removal of the Mails be carried into effect; such being the case, I would, if not going too far, respectfully recommend that he be transferred to this department: the additional assistance being thus given in the shape of an experienced hand, will of course be in every way advantageous to the service.

I believe it is not necessary for me to trouble you with any further observations respecting these particular Mails, beyond stating that I have furnished myself with circulation lists, and, I think, all information that will be required for their being correctly made up in London.

In concluding my Report, I beg to add, it being generally supposed that Southampton would shortly become to port of departure for the West India Mails, that when in Falmouth, I paid particular attention to the agent's duties as connected with those Mails, and furnished myself with every information upon the subject so as to be prepared for such a course, in the event of its being adopted.

The West India Mails might be finally closed in London by adding a clerk to this establishment in addition to the one required for the East India and Malta Mails; should this be done, the agent would have nothing beyond the Brazilian Mail to make up and despatch, and as the business connected therewith is so trifling that it might be disposed of (as has already been stated by Mr. Johnson) in a local office, it would become a question whether the separate establishment of an agent's office should not be altogether dispensed with.

I am, &c.

Lieut.-colonel Maberly, (signed) *W. Bokenham.*
&c. &c. &c.

A RETURN of the EXPENSE of the Packet-office Establishment at *Falmouth*.

Agent's salary	-	£. 450	a year.
1st Clerk ditto	-	200	—
2d ditto ditto	-	150	—
3d ditto ditto	-	90	—
4th ditto ditto	-	80	—

Two Messengers at 14 *s.* a week each.

Allowance for Rent, 55 *l.* a year.

Sir, Treasury Chambers, 13 May 1843.

THE Lords Commissioners of Her Majesty's Treasury having received several communications on the subject of the despatch of the Peninsular, Mediterranean and Oriental Mails from Southampton, I am commanded by their Lordships to request that you will state to the Lords Commissioners of the Admiralty that my Lords referred the matter for the consideration of the Postmaster-general (copy of whose Report, with the enclosures thereto, is herewith transmitted for their information), and I am at the same time to state that it appears to my Lords advisable to despatch the Mediterranean and Peninsular Mails from Southampton, an arrangement whereby the public would be relieved from the charge of 2,000 *l.* a year now incurred for calling at Falmouth.

The Lords Commissioners of the Admiralty will observe that the Postmaster-general recommends that the West India Mails also should be made up in London and despatched from Southampton.

My Lords therefore request that the Lords Commissioners of the Admiralty will take this subject into their consideration, and favour my Lords at their earliest convenience with their opinion as to the propriety of including the West India Mails in the arrangement proposed to be adopted with respect to the Mediterranean, Peninsular and Oriental Mails.

I am, &c.

To the Secretary of the Admiralty. (signed) *C. E. Trevelyan.*

Sir, Admiralty, 17 May 1843.

IN reply to your letter of the 13th instant, transmitting a Report from the Postmaster-general on the subject of the despatch of foreign Mail packets from Southampton, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that they entertain the opinion that occasional inconvenience may arise during the prevalence of the westerly gales, from the proposed substitution of Southampton for Falmouth, as the port of departure for the Mediterranean and West India Mails, yet, under the circumstances stated, my Lords do not feel inclined to offer any objection to the proposed change.

C. E. Trevelyan, Esq., &c. &c. Treasury. I am, &c. (signed) *Sidney Herbert.*

My Lord, Treasury Chambers, 29 May 1843.

THE Lords Commissioners of the Admiralty having signified to the Lords Commissioners of Her Majesty's Treasury, that although occasional inconvenience may arise during the prevalence of the westerly gales, from the substitution proposed by your Report, dated 5th instant, of Southampton for Falmouth as the port of departure for the Mail packets, they do not, however, feel inclined to offer any objection to the change; I am to request that you will take the necessary steps for the despatch of the West Indian and the Mediterranean, Peninsular, and Oriental Mails from Southampton.

I am, &c.

To the Postmaster-general. (signed) *C. E. Trevelyan.*

To the Right Honourable Sir *Robert Peel*, Baronet, First Lord of Her Majesty's Treasury.

THE respectful Memorial of the undersigned, being a Committee appointed by the Inhabitants of Dartmouth for the purpose of setting forth its Claims to be selected as the Port for the Departure and Arrival of the West India and other Foreign Mails,

Showeth,

That your Memorialists hope they may be excused for intruding the subject of the Foreign Mail Packet Station on the attention of Her Majesty's Prime Minister at this moment, as notwithstanding the very decided Reports of the Committee appointed by the Lords of the Admiralty in 1840, severally stating that Dartmouth would be found "the most eligible port in the British Channel;" the adoption of those Reports by the late Government, and the further corroborative testimony adduced before the Committee of the House of Commons, Your Memorialists feel that they ought to make known the increased claim of their port by the rapid and now certain completion, in the ensuing year, of the Bristol and Exeter Railway, the terminus of which will then be within about 20 miles of the navigable River Dart, an event which will give to the Port of Dartmouth a still further and most important advantage, and (as will be seen by reference to the Appendix of the said Committee's Report), make it a point from which communications can be made not only with the whole of the north of England, Scotland and Ireland, but with London also, in a very considerable less space of time than from either of the other ports; and which was contemplated by the said Committee, who, in their Report to the Admiralty, under date 6th August 1840, say, "But we are of opinion that the time will shortly arrive when the entire line between Exeter and Bristol will be complete and open to the public, and at no distant period the projected lines of railroad between Bristol and Gloucester may be effected, in which case or cases the merits of a western port as a packet station will be considerably augmented."

Your Memorialists need hardly allude to the superior safety and accommodation (from the great draft of water at all times of tide) for large steam-packets in Dartmouth Harbour; the safe and easy approach to it from sea, lying as it does under the lee of one of the most southern and prominent points of land in England, viz. the Start on the one hand, with the Berry Head and Torbay close on the other, so that under no circumstances of weather, could there be any delay in the landing or shipping of the Mails.

Your Memorialists would also take the liberty of remarking that they understand a saving of 2,000 *l.* per annum would be obtained by the Government, according to its present contract with the Peninsular and Oriental Steam Packet Company, on the packets being removed from Falmouth.

Your Memorialists presume to solicit the attention of Her Majesty's Prime Minister on this subject, in consequence of an assurance from him (in reply to a question from the member for Dartmouth at the end of the last Session of Parliament) that it should meet with his immediate attention, with a view to an early decision, and they most respectfully trust that the overwhelming evidence in favour of Dartmouth, coupled with the early completion of the railways, so wisely calculated on by the Admiralty Committee, will induce him to recommend to Her Majesty's Government at once to confirm the Reports of the Committee, the members of which, viz. Rear Admiral Sir James Gordon, K.C.B. &c. &c. &c., Captain Richard Drew, one of the elder brethren of the Trinity House, and Thomas Lawrence, Esquire, Assistant Secretary of the General Post-office, were not only practically acquainted with the subject of inquiry, and reported thereon, after a personal inspection and survey, but were wholly unconnected with Dartmouth.

And your Memorialists have the honour of subscribing themselves with all respect, your very obedient and humble servants,

(signed) H. P. Seale, Mayor.
Sydenham Matthews, J. P.
John Baker, Brewer.
A. M. B. Harris, Merchant.
James Webbe, Shipowner.
William Newman, Merchant.
J. Burrough, Register of Stamps.
Chas. Hutchings, Merchant and J. P.
A. W. Oliver Holdsworth, Merchant.
John Bulley, Merchant.
W. Prout, Solicitor.
Henry Petherbridge, Shipowner.
R. L. Hingston

R. L. Hingston & Sons, Merchants.
Robert Harris, Banker.
Richard Coombe, Yeoman and General Trader.
Thomas Fozwill, Merchant.
Richard Fore, Shipowner.
Geo. Hingston, Merchant.
John Teage, Merchant and J. P.
E. Brooking, Collector of Customs.
John Brooking, Solicitor.
Wm. Rogers, Wine Merchant.
Joseph Polyblank, Mercer, &c.
J. B. Smith, Solicitor.
John Greaves, Merchant.
James Pryce, Gentleman.
J. R. Godfrey, Royal Navy.
Noah Clift, Merchant.
Thomas Silly, jun., Shipowner.
Philip Beard, Shipowner.
Samuel W. Prideaux, Solicitor.
Wm. Follett, Merchant.

Dartmouth, 25 April 1843.

Sir, Treasury Chambers, 31 May 1843.

I AM commanded by my Lords Commissioners of Her Majesty's Treasury to acquaint you, with reference to the several communications my Lords have received from you in favour of the selection of the Port of Dartmouth for the general despatch of the Foreign Mails, that their Lordships having had this subject under their attentive consideration, have finally determined on selecting the Port of Southampton for the despatch and arrival of the Peninsular, Oriental, Mediterranean, and West Indian Mails; such selection being in their Lordships' opinion the most conducive to the general interests of the mercantile community, and of the public at large.

Sir J. Seale, Bart., M. P. &c. (signed) *C. E. Trevelyan.*

PORT OF FALMOUTH.

COPY of the CORRESPONDENCE which has taken place with regard to the Removal of the PENINSULA, WEST INDIA and ORIENTAL MAIL PACKETS from *Falmouth*; and of any TREASURY MINUTE relating thereto.

(Captain Vivian.)

Ordered, by The House of Commons, *to be Printed,*
12 *June* 1843.

332.

Under 3 oz.

MAIL COACH CONTRACT (IRELAND).

RETURN to an Order of the Honourable The House of Commons, dated 12 August 1843;—*for*,

COPY of MEMORIALS to the TREASURY, and CORRESPONDENCE, relating to the New CONTRACT for the Supply of MAIL COACHES for the use of the POST-OFFICE in IRELAND.

My Lord, Treasury Chambers, 8 April 1843.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit herewith a letter from Mr. Peter Purcell, dated 2d instant, on the subject of his tender for building mail coaches for Ireland, and I am to request your Lordship will consider the same, and favour My Lords with your opinion thereon.

I am, &c.

The Right honourable the Postmaster-general. (signed) *G. Clerk.*

Sir, London Hotel, Albemarle-street, 2 April 1843.

I AM obliged by your permission to state by letter the reasons why I consider I have not been justly treated in the decision of his Lordship the Postmaster-general with reference to the mail-coach building contract for Ireland.

The printed conditions particularly required, that all tenders should be for new coaches specially built for this service.

My tender was strictly in conformity with and in reference to the above specification; however, to my surprise, Mr. Croall's tender has been that accepted, because made upon lower terms.

But, sir, this offer was accompanied by a condition of his own, that he should be permitted to use old coaches for a certain period of time: after some negotiation, he has given up that point, and well he may; as his tender is now received with the understanding, as appears by Lord Lowther's letter to Lord Eliot, of the 30th March, that he should furnish all new coaches if required. I now beg most respectfully to state, that if I was informed that a tender for a contract for supplying Ireland with mail coaches, "all to be new," to commence on the 28th May, within a period so limited as two months, that it was nearly impossible to accomplish it; I say, if I was made aware that a tender would be received accompanied by any such condition requiring a prolonged period for preparing so much new stock, and that his Lordship would subsequently grant a contract provisionally to supply same within the period if required, surely, Sir, I need not say that my tender would have been much lower, the great cause of expense and difficulty having been removed.

I have other reasons which I might state as just cause of dissatisfaction upon my part; I shall only trouble you with the one I have mentioned, and I trust you will see that in the equitable distribution of public employment by tender, such a deviation has taken place on this occasion from the original conditions published, that equal justice has not been afforded to all persons offering; that this contract should be again submitted for competition, and that the intended contract with Mr. Croall should not be executed.

I have, &c.

Right honourable Sir Robert Peel, Bart. (signed) *Peter Purcell.*
&c. &c. &c.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 25 April 1843.

I BEG to return the enclosed letter from Mr. Purcell, complaining that he has not been justly treated in the matter of the new contract for the supply of mail coaches for the use of the Post-office in Ireland, and to state, for the information of your Lordships, that advertisements calling for tenders for the whole or for portions of that service were inserted early in the month of February in the London and Dublin newspapers, and in the pro-

vincial papers at Cork and Belfast, Bristol, Liverpool, Manchester and Glasgow. Four tenders were received; viz.—

From Mr. Stephens, of Dublin, at $4\frac{1}{2}d.$ per double mile.
Mr. Purcell, of Dublin, at $3d.$ - - ditto.
Mr. Wright, of London, at $2\frac{1}{2}d.$ - ditto.
Mr. Croall, of Edinburgh, at $2\frac{6}{16}d.$ ditto.

These tenders were opened on the 22d of March, when it appeared that Mr. Croall's was the lowest. He offered to supply the mail coaches for the lines of road in and out of Dublin, with the addition of the Belfast and Derry mail, by the 28th of May, the time stipulated, and the coaches for all the other lines of road, provided he was allowed three months to build and finish them, at the price of $2\frac{6}{16}d.$ the double mile. These terms being much lower than those demanded by any of the other parties, I felt it my duty to accept his tender, on the express condition, however, that he should undertake to furnish, by the 28th of May, so many new carriages as should be required for the cross and bye-roads, in addition to the number that would be necessary for the main lines in and out of Dublin. A letter was accordingly sent to Mr. Croall, accepting his offer upon such conditions.

Mr. Croall, in his reply of the same date to this communication, pointed out "that the short space of time allowed for the completion of the contract, viz., 28th of May 1843, would render it next to an impossibility to have new coaches ready for all the districts by the date specified," but that he would engage to have new coaches ready for all the principal lines of road by the 28th of May, and that, if permitted to use second-hand coaches for a time, he would undertake to provide new coaches for all the other lines of road on which he might be required to furnish them within three months from that date.

I agreed to this arrangement, and directed the letter dated the 27th ultimo to be sent to Mr. Croall, but almost immediately after its despatch, and before he could have received it, I received one from him, dated the same day, by which he undertakes to supply new coaches for all the lines of road required by the Irish Post-office.

With respect to the alleged deviation from the printed and published conditions on which Mr. Purcell lays so much stress, I have to state, that by the form of public advertisement for the contract in question, I was not bound to accept the lowest or indeed any of the tenders, and I felt myself at liberty to reject the whole of them, and negotiate with any party from whom there might be a prospect of obtaining a better bargain for the public.

Such was the course I pursued in the case of the contract for supplying coaches for the southern division of Great Britain last year, on which occasion I rejected all the tenders made in the first instance, the lowest offer of $2\frac{1}{4}d.$ being considered higher than the estimated value of the service to be performed; and I negotiated subsequently with the parties who made that offer, and effected a considerable saving to the public.

It is perfectly true that Mr. Purcell, learning that there were lower tenders than his own, proposed to undertake the service required upon terms as low as those offered by any other party; but I declined this proposition, because I considered Mr. Croall's tender had been already accepted, and I did not deem it equitable that those whose lower tenders had induced Mr. Purcell to come down in his terms should lose the advantage to be derived from the contract.

These were the circumstances which attended the acceptance of Mr. Croall's tender, and, notwithstanding the arguments adduced by Mr. Purcell, I must maintain that my duty to the department over which I preside left me no alternative.

It was only owing to the absence of all competition in the year 1837 that Mr. Purcell's high tender was accepted for building the mail coaches at that time, thus subjecting the Post-office to pay a high price for five years, in consequence of no other party coming forward to tender. Had I now accepted Mr. Purcell's offer, even at the reduced amount, I should have put an end to all competition, and have established a monopoly, with all its disadvantages.

I enclose a full copy of the correspondence which has passed between the Post-office and Mr. Croall on this subject, together with copies of the tenders sent in by the various parties who competed for the contract, with an abstract of the terms offered by each of the parties, from which your Lordships will see that a saving of 1,954*l.* 7*s.* 9*d.* per annum will be effected in the expenditure for the Post-office in Ireland under the new contract.

I have, &c.

(signed) *Lowther.*

General Post-office, Dublin, February 1843.

Her Majesty's Postmaster-general will receive Tenders for the supply of Carriages for the conveyance of the Mails in Ireland, for the term of Five Years, to commence on and from the 28th May 1843.

Conditions of proposed Contract for the Supply of Mail Carriages.

The carriages, with their wheels, poles and horse-bars, to be built specially for the service, to carry inside and outside passengers, coachman and guard; a special seat to be appropriated for the guard. The mail box to be of the largest possible dimensions. The carriages, with

with their wheels, poles and horse-bars, to be uniform in construction, so that all the parts of one carriage, &c., may be adapted to suit the corresponding parts of another; to be uniform also in appearance, and all to be painted alike. Drag chains and iron shoes to be furnished by the contractors.

The materials for building the carriages, and for all the necessary fittings and conveniences, to be of the best quality, both as regards the strength of the carriage, and the ease, convenience and comfort of the passengers; well-seasoned wood and the best iron to be used; the springs to be of steel of the best quality; the axles to be upon a principle to be approved by the Postmaster-general.

Expedition being a primary object, the carriages to be as light as possible, consistent with a due regard to the necessary degree of strength and safety; the proposed weight to be specified in the tenders.

Tenders will be received for pair-horse mails, as well as four, of the same materials and quality as the four-horse, but proportionably lighter in construction.

The tenders to include the proper cleaning, oiling and daily examination of the carriages, with their wheels, axles, trees, linch-pins, &c., and the expense of drawing or conveyance to and from their respective stations.

The carriages to be in all respects subject to the good liking and approbation of the Postmaster-general, or such person as he shall appoint to inspect the same, who is to have the power of directing any alterations or improvements to be made in the construction of the carriages, or any part of them, or in the wheels thereof, at the charge of the contractor; and if at any time any of the carriages shall be objected to by the Postmaster-general for the time being, or other the person last aforesaid, the contractor shall remove the carriage objected to, and supply another.

The guards will be strictly required to make a return to the General Post-office of the state and condition of the carriages on their respective lines; and, in case of defects or accidents, to state the particulars thereof, which will be reported to the contractors for providing mail carriages.

The contractors to keep the carriages, with their wheels, poles, horse bars, drag chains and iron shoes, in good and perfect repair, order and condition, and to bear all losses, damages and expenses, by reason of the breaking down or upsetting of any such carriages, or any other accident or casualty, unless the same arise from or be occasioned by the carelessness, intoxication or negligence of the driver, or other servant of the horse contractors, or from or by vicious or restive horses employed in drawing any such carriages.

The guards will be enjoined and required not to allow more than the stipulated number of passengers to travel in or about the carriages.

Tenders will be received for portions of this service in two divisions; a separate contract to be made for each; but the Postmaster-general is to have the power of taking or sending the coaches to any part of Ireland he may think fit. He will undertake to employ the coaches to run at least 700 double British miles daily under each contract; but they are to run as many miles per day above that number as the Postmaster-general shall from time to time require.

Any person or persons undertaking the supply of carriages for either portion or district, to enter into a bond to the Crown, with two approved sureties in 1,000 *l.* for each district, conditioned for the due and faithful performance of the contract; and in case of any breach of contract, the penalty of the bond to be recoverable as liquidated damages.

Any person or persons disposed to contract may tender for both divisions; and if such tender be accepted, only one contract will be necessary. In that case, the penalty of the bond will be 2,000 *l.*

If the Postmaster-general shall consider that the coaches furnished by the contractors are insufficient in number for the purposes of the contract, the contractors to build and supply such additional coaches of the like description as the Postmaster-general shall direct.

The contractors not to assign, underlet or otherwise part with or dispose of the contract, or any part thereof, without the consent of the Postmaster-general.

If the contractors refuse or neglect to build and furnish coaches to the satisfaction of the Postmaster-general, or make breach or default in any of the stipulations of the contract, the Postmaster-general may immediately determine the same.

In the event of such refusal or neglect, the Postmaster-general may provide coaches for the performance of the service, and charge the contractors with the expenses thereby incurred.

The Postmaster-general may permit the horse contractors to use or employ any coaches of which he shall approve, so that the coaches to be built and furnished under each of the two contracts be employed to run at least 700 double British miles per day.

Power to determine the contract during the five years on 12 calendar months' notice on either side. If given by the Postmaster-general, the contractors may require the Postmaster-general to take the cut and prepared materials and carriages at a valuation; if given by the contractors, the Postmaster-general to have the option of taking the cut and prepared materials and carriages at a valuation.

The form of the contract which the contractors will be required to execute may be seen, and all further particulars made known, on application to Mr. Thompson, Solicitor, General

Post-office, Dublin. The contract and bonds to be executed by the contractor and his sureties within ten days after the tender shall be accepted by the Postmaster-general.

Tenders must state the price per British mile per annum at which the person offering will undertake the contract; they must be sent sealed, and addressed to the Postmaster-general, London; superscribed, "Tender for Mail Carriages," and must be received at the General Post-office, London, on or before the 22d day of March next.

By command,

(signed) *Aug. Godby*, Secretary.

These are the conditions on which my tender is made.

24 March 1843. (signed) *John Croall.*

To the Right honourable Lord *Lowther*, Her Majesty's Postmaster-general, London.

Edinburgh, 20 March 1843.

I BEG to enclose your Lordship a tender for furnishing Her Majesty's mails for a portion of Her Majesty's dominions in Ireland, and would have had the honour of delivering it in person had I not been unavoidably engaged on a jury trial, which will last all to-morrow, and perhaps Wednesday. If over to-morrow, I shall have the honour of waiting on your Lordship on Thursday, or at latest on Friday first. I may here mention to your Lordship, that it would have been of great advantage, both to the Government and the contractor, to have had more time for the construction of the coaches; however, from the extensive premises I possess, I can easily manage those carriages for which I have offered, should I be fortunate enough to have my tender approved of by your Lordship.

I have, &c.

(signed) *John Croall.*

I, John Croall, coach-builder in Edinburgh, do hereby make offer to the Right honourable Lord Lowther, Her Majesty's Postmaster-general, to supply the mail carriages necessary for conveying Her Majesty's mails on the following lines of road in Ireland; viz. Dublin and Belfast, Dublin and Londonderry, Dublin and Wexford, Dublin and Cork *via* Cashel, Dublin and Cork *via* Clonmel, Dublin and Waterford, Dublin and Enniskillen, Dublin and Sligo, Dublin and Galway, Dublin and Limerick, Belfast and Londonderry, and that for the term of five years, to commence on and from the 28th day of May 1843, at the rate of one penny and three-sixteenths of a penny per single mile daily. The coaches to be built specially for the service, and to carry inside and outside passengers, coachman and guard, with mail box or boot of the largest possible dimensions. The carriages to be uniform in construction, so that all the parts of one carriage may be adapted to suit the corresponding parts of another, and also to be uniform in appearance. These carriages to be built of the best materials of every description as regards strength, and also the ease, convenience and comfort of passengers; the wood to be well seasoned; the best iron to be used; the springs to be of steel of the very best quality, and the axles to be all patent, of the best quality, and upon an approved principle. These carriages to be of a proper and necessary degree of strength and safety, and not to exceed the weight of 18 cwt. for four-horse coaches, and 14 cwt. for pair-horse coaches. The carriages to be in all respects to the good liking of the Postmaster-general, who will have the power of directing any alterations or improvements to be made in the construction of the carriages, or any part of them, at my expense; the said one penny and three-sixteenths of a penny per single mile daily, to include the proper cleaning, oiling and daily examination of the carriages, and also the expense of drawing or conveying to and from their respective stations. These carriages to be fitted up with drag-chains and slippers. I do hereby further offer to furnish mail carriages for all the other lines of road in Ireland, at the same rate of mileage, viz. one penny and three-sixteenths of a penny per single mile, provided I be allowed three months, from 28th May 1843, to build and furnish said carriages.

Edinburgh, 20 March 1843. (signed) *John Croall.*

Sir, General Post-office, 24 March 1843.

I AM directed by the Postmaster-general to inform you, that his Lordship accepts your tender for the contract for the supply of mail coaches for the use of the Post-office in Ireland, on the express condition that you undertake to furnish so many new carriages as the Postmaster-general may require for the cross and bye-roads, in addition to the number that

that will be required for the main lines in and out of Dublin, on and from the same date, viz. the 28th May next, when the present contract expires; and on this further condition, that you execute the new contract within ten days from the date of your reply, agreeing to these conditions.

I am, &c.

Mr. John Croall, Coach-builder, of Edinburgh. (signed) *W. L. Maberly.*

My Lord, Belle Sauvage, Ludgate-hill, 24 March 1843.

In answer to Colonel Maberly's letter of this date, accepting my tender for the supply of mail coaches for Ireland, as per printed Schedule, I beg respectfully to inform your Lordship, that the short space of time allowed for the completion of the contract, viz. 28th May 1843, would render it next to an impossibility to have new coaches ready for all the districts by the date specified. Permit me, however, to assure your Lordship, that I will engage to have new coaches ready by 28th May for all the lines of road named in my tender of March 20th; and in three months after that date I will have new coaches ready for all the other districts which shall be required by the Irish Post-office, I guaranteeing, in the interim, to supply these districts with good and serviceable mail coaches, if I may have your Lordship's permission so to do. I beg further to remark, that I shall be quite ready to sign the contract at any time you may be pleased to appoint.

I have, &c.

To the Right hon. Lord Lowther. (signed) *John Croall.*

The above words inserted by me, 25 March 1843.

To the Right hon. Lord Lowther. (signed) *John Croall.*

Sir, General Post-office, 27 March 1843.

I have laid your letter of the 24th instant before the Postmaster-general, and am commanded to inform you, that his Lordship confirms his acceptance of your tender for the contract for the supply of mail coaches for the use of the Post-office in Ireland, subject to the printed conditions you have signed, and with permission for you to use good and sufficient coaches, although not new ones, for the cross-roads, during a period not exceeding three months from the 28th May next, after which you are of course to supply their places with new coaches.

I am, &c.

Mr. John Croall. (signed) *W. L. Maberly.*

Sir, Belle Sauvage, Ludgate-hill, 27 March 1843.

I beg to inform you, that since addressing Lord Lowther, on the 24th instant, in reply to your letter, wherein his Lordship accepts my tender for the supply of mail coaches for Ireland, I have made such arrangements as will render it unnecessary for me to ask the indulgence named in my letter. I will now engage to furnish entire new coaches by the 28th May 1843 for all the lines of road which shall be required by the Irish Post-office.

I am also quite prepared immediately to sign and enter upon the covenants of the contract.

I am, &c.

To Colonel Maberly. (signed) *John Croall.*

Sir, General Post-office, 28 March 1843.

I am commanded by the Postmaster-general to acknowledge the receipt of your letter of the 27th instant, stating that you have made such arrangements as will enable you to provide new coaches for all the lines of road required by the Irish Post-office on and from the 28th May next, from which his Lordship is glad to perceive that the indulgence of time for which you applied in your letter of the 24th instant will now be unnecessary.

His Lordship further directs me to request that you will send in as soon as possible the names of the parties whom you propose as sureties under the bond which will be required for the due performance of the service.

I am, &c.

Mr. John Croall. (signed) *W. L. Maberly.*

Sir, Edinburgh, 1 April 1843.

I beg leave to acknowledge receipt of your letter of the 28th ultimo, and, as requested, have to propose Mr. Alexander Buchanan, of the Clydesdale Hotel, Lanark, and Mr. George Taylor, of Whiteburn-by-Landa, as sureties for me, under the bond which will be required for the due performance of the service.

I am, &c.

Col. Maberly, Secretary, General Post-office. (signed) *John Croall.*

Sir, General Post-office, 6 April 1843.

I AM directed by the Postmaster-general to inform you, that the draft of the new contract for the supply of mail coaches for the use of the Post-office in Ireland, will be shortly placed in your hands for perusal; and at the same time I am desired by his Lordship to point out to you that an additional clause has been added similar to one which is inserted in the contract for the Southern and Midland Districts of England, under which it is provided that the mileage allowance shall be reduced to one penny per double mile, whenever it is found expedient to carry the coaches supplied by you over any line of railway in Ireland, although it is not at all probable that railways to any extent will be employed by the Post-office in Ireland for some time to come.

I am, &c.

Mr. John Croall, of Edinburgh. (signed) *W. L. Maberly.*

Sir, Edinburgh, 8 April 1843.

I AM favoured with your letter of the 6th instant, and in answer beg to mention, that I agree that the mileage of the mail coaches that may at any time be carried by any railway be reduced to one penny per double mile, and I consent that this clause be inserted in my contract for supplying the Irish mail coaches.

I am, &c.

W. Maberly, Esq.
General Post-office, London. (signed) *John Croall.*

Stephens' Coach Factory, No. 40, Bishop-street,
Dublin, 20 March 1843.

I PROPOSE supplying coaches according to the tenor of the circular received, at 4½ *d.* per double mile for 700 miles, or one part of the contract, four-horse coaches weighing about 17 cwt., and two-horse about 15 cwt.

(signed) *Henry Stephens.*

To the Right honourable Lord *Lowther,* Postmaster-general, &c. &c.

My Lord, London, 22 March 1843.

WITH reference to and in conformity with the conditions which have been published in the newspapers for proposals for the supply of mail coaches for the use of Her Majesty's service in Ireland:

We hereby propose to supply same for the sum of three-pence per double mile, according to the terms specified.

(signed) *Peter Purcell.*
W. H. Bourne.
James Hartley.

Royal Mail Coach Factory, Gough-street,
Gray's-Inn-lane, 22 March 1843.

To his Lordship, Her Majesty's Postmaster-general.

I AM willing, and do hereby tender to supply coaches for the use of Her Majesty's Post-office in Ireland, in accordance with the specification received from the Post-office, dated February, for the sum of 2½ *d.* per double mile.

The weight of the said coaches not to exceed the average of 18 cwt.

I am, &c.

(signed) *Joseph Wright.*

Sir, 22 March 1843.

IN submitting to his Lordship, Her Majesty's Postmaster-general, my tender for the supply of mail coaches in Ireland, I beg to state it is under the impression that, in consequence of the very short time allowed for preparation, rendering it quite impossible to prepare new coaches for the service, his Lordship will make such arrangements as will grant an additional period for the construction of the new carriages.

I am, &c.

George Stowe, Esq. (signed) *Joseph Wright.*

IRELAND.

Present payment for the hire of mail coaches:

M.	*f.*		*£.*	*s.*	*d.*
2,056	1	at 3 *d.* per double mile - - - -	9,381	1	4⅞

TENDERS.

TENDERS.

	M.	*f.*		£.	*s.*	*d.*
Mr. Stephens - -	2,056	1	at 4½*d.* per double mile - -	14,071	12	$1\frac{5}{16}$
Messrs. Purcell & Co.	2,056	1	at 3 *d.* „ - -	9,381	1	$4\frac{7}{8}$
Mr. Wright - -	2,056	1	at 2⅞ *d.* „ - -	7,817	11	2
Mr. Croall - -	2,056	1	at $2\frac{6}{16}$ *d.* „ - -	7,426	13	$7\frac{5}{16}$

	£.	*s.*	*d.*
Present price - - - - -	9,381	1	$4\frac{7}{8}$
Mr. Croall's Tender - - -	7,426	13	$7\frac{5}{16}$
Saving - - -	£. 1,954	7	$8\frac{9}{16}$

My Lord, Treasury Chambers, 12 April 1843.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit herewith the enclosed applications, on behalf of Messrs. Purcell, in regard to mail coach contract, and to request your Lordship will consider the same, and favour this Board with your opinion thereon.

I am, &c.

The Right honourable the Postmaster-general, &c. &c. &c. (signed) *G. Clerk.*

AT a meeting of Irish Members, held at the house of the Right honourable Fred. Shaw, M. P., 5, Chester-street, on Saturday morning, the 8th April 1843,

IT was unanimously resolved, That the withdrawal of the mail coach contract from Mr. Purcell would be likely to occasion great excitement in Ireland, and to be productive of unfortunate consequences in the present state of that country.

That, considering the length of time for which Mr. Purcell has held the mail coach contracts, we feel he has been treated with some degree of hardship on this occasion.

That a deputation from this meeting be appointed to wait upon the Chancellor of the Exchequer, for the purpose of presenting the Memorial lately agreed upon, and signed by 2,500 of the Irish nobility, gentry, merchants and others, remonstrating against the withdrawal of the contract, and to impress upon Her Majesty's Government the great importance of re-considering the matter, with the view, if possible, of continuing the contract to Mr. Purcell; whose conduct hitherto, as a public contractor, there is every reason to believe has given the fullest satisfaction to the Post-office Department, and whose enterprise and public spirit have been eminently useful in opening new sources of employment in Ireland.

(signed) *Fred. Shaw,*
Chairman.

S. A. Hamilton, Secretary.

The following Members were present:

The Right honourable Fred. Shaw.
Sir Robert Ferguson.
Colonel Acton.
Colonel Vernon.
Honourable Mr. Gore.
Mr. Sharman Crawford.
Mr. G. A. Hamilton.
Captain Taylor.
Mr. Grogan.
Mr. Gregory.
Sir Thomas Esmonde.
Mr. Ross.
Mr. Villiers Stuart.
Dr. Stock.
Captain Layard.

To the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the undersigned Merchants, Bankers, Householders and Inhabitants of Dublin.

May it please your Lordships,

WE, the undersigned Merchants, Traders and Householders of the city of Dublin, having learned with feelings of deep regret and alarm, that the contracts for the building and supplying mail coaches in this country are about to be given to a contractor, not only not resident in it, but who intends, as will appear to your Lordships from the understated facts, to import, ready-made, all the mail coaches intended for Her Majesty's service in Ireland, beg most respectfully to entreat your Lordships' grave and immediate attention to the consequences which must follow from the execution of a contract thus intended to be performed.

We beg respectfully to acquaint your Lordships, that the contract for the building and supply of the mails in Ireland, for the last five years, having been obtained by Mr. Purcell, of this city, and for more than thirty years preceding having been undertaken by that

gentleman in conjunction with the Messrs. Bourne & Hartley, two extensive establishments were opened and conducted in this city by Messrs. Purcell & Jameson and the Messrs. Bourne respectively, wherein the building and other details connected with the execution of the contracts above stated have been carried on, thereby affording remunerative employment to the tradesmen and mechanics of this country: it is almost unnecessary to add, that in consequence thereof, habits of industry and order were promoted, and a numerous, respectable and peaceable class of tradesmen enabled to support their families in comfort and independence.

Your Memorialists respectfully submit, that if the contracts for the next term of years be given to a gentleman who possesses no factory or establishment in this country for building coaches, he must, in order to execute the terms of his contract, place on the various lines of road in Ireland about 120 mail coaches to run on the 28th of May, a period from this date of one month and twenty-four days; from which circumstance, it is obvious, that such coaches so intended to run in May, must be imported ready-made, a fact evidently inconsistent with the terms of the conditions of the proposed contract, which announced that the carriages were to be built specially for the service.

Your Memorialists do not think it necessary to dwell minutely on the misery, destitution and sufferings to which this circumstance must reduce hundreds of tradesmen, workmen and their families, as must be obvious to your Lordships as well as to your Memorialists, who are aware that, owing to the arrangements about to be sanctioned by the Post-office authorities, the extensive factories of Messrs. Purcell & Jameson and the Messrs. Bourne, will be so reduced, if not altogether closed, as unavoidably to occasion the serious calamities referred to.

Your Memorialists have to state, that Mr. Purcell did not demand more than he had been in the habit of receiving for his previous contracts, and finding that new terms differing from, and not contemplated by, the notice of the Postmaster-general were taken into consideration, he at once offered to perform the work on terms equally favourable; and your Memorialists respectfully represent that there was no formality sufficient to exclude the new terms offered by Mr. Purcell from the consideration of the Postmaster-general, as it appears, on referring to Lord Lowther's letter, addressed to Lord Eliot, that the contract of Mr. Croall, was treated as open, and was subsequently qualified.

It seems, therefore, to your Memorialists that fair and ample grounds existed for giving a preference to the former contractor, who fulfilled for nearly 30 years, with credit and satisfaction to the Government, and highly to the benefit and advantage of this country, the terms of his previous engagements.

Your Memorialists cannot avoid referring to the circumstance, that while the Irish Post-office contracts have been extensively advertised in the public papers throughout England and Scotland, no advertisement whatever of the English contracts have appeared in the Irish papers.

Your Memorialists, therefore, most earnestly and respectfully request your Lordships to give the Messrs. Purcell, Bourne & Hartley the same opportunity of amending their tender that appears by the letter of the Postmaster-general to have been allowed to Mr. Croall, the declared contractor, previous to the contract having been declared, and after his original tender was put in, and to adopt such measures as may enable the former contractors to continue to supply mail coaches for Her Majesty's service in Ireland upon the lowest terms that have yet been offered for the purpose.

And your Memorialists will ever pray.

(signed) *Geo. Roe,* Lord Mayor.
Leinster.
Erne.
And by 1,795 other persons.

To the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the undersigned Merchants, Householders and Inhabitants of Drogheda,

Respectfully sheweth,

That your Memorialists have heard with feelings of deep regret and disappointment, that it is in contemplation not to renew the contract for the supply of mail coaches in Ireland with the parties who have supplied them for many years, but to accept the tender of a person not resident in the country, because his offer is a little lower in price.

That while your Memorialists admit the principle and advantage of free competition in contracts, they would respectfully urge upon your Lordships' consideration the peculiar circumstances of the present case; viz.—

The contracts having existed for many years, at a rate admitted to be reasonable, and which rate must have become known, the contractors were thereby more exposed to be underbid than in usual cases of ordinary competition.

That the present contractors have a large amount of property invested in manufacturing and supplying the coaches, which will be rendered almost worthless if the contract be given away from them.

That parties thus circumstanced have a strong claim for a preference, and that great disadvantage will be likely to arise in the fulfilment of such contracts, if consideration be not given to the position of parties so circumstanced.

To

That the coach trade is one of the very few branches of manufacture now remaining in Ireland, and in which it is admitted we produce articles of equal finish and durability to any other part of the United Kingdom.

That a large number of hands, who have had constant wages for years past, would be at once thrown out of employment, and the number of our unoccupied and starving mechanics considerably increased.

That your Memorialists, therefore, with great respect, earnestly entreat that your Lordships will be pleased to take the foregoing circumstances into your favourable consideration, and give a preference of the contract to the parties who have for many years performed the service with entire satisfaction to your Memorialists and the public at large.

And your Memorialists will ever pray.

Signed by 138 persons.

To the Lords Commissioners of Her Majesty's Treasury.

May it please your Lordships,

We, the undersigned Noblemen, Merchants, Traders and Householders of the city of Waterford, having learned with feelings of deep regret and alarm, that the contracts for the building and supplying mail coaches in this country are about to be given to a contractor, not only not resident in it, but who intends, as will appear to your Lordships from the understated facts, to import, ready made, all the mail coaches intended for Her Majesty's service in Ireland, beg most respectfully to entreat your Lordships' grave and immediate attention to the consequences which must follow from the execution of a contract thus intended to be performed.

We beg respectfully to acquaint your Lordships, that the contract for the building and supply of the mails in Ireland, for the last five years, having been obtained by Mr. Purcell, of this city, and for more than 30 years preceding having been undertaken by that gentleman, in conjunction with the Messrs. Bourne & Hartley, two extensive establishments were opened and conducted in this city by Messrs. Purcell & Jameson and the Messrs. Bourne respectively, wherein the building and other details connected with the execution of the contracts above stated have been carried on, thereby affording remunerative employment to the tradesmen and mechanics of this country; it is almost unnecessary to add that, in consequence thereof, habits of industry and order were promoted, and a numerous, respectable and peaceable class of tradesmen enabled to support their families in comfort and independence.

Your Memorialists respectfully submit, that if the contracts for the next term of years be given to a gentleman who possesses no factory or establishment in this country for building coaches, he must, in order to execute the terms of his contract, place on the various lines of road in Ireland about 120 mail coaches to run on the 28th of May, a period from this date of one month and twenty-four days; from which circumstance it is obvious that such coaches so intended to run in May next must be imported ready made, a fact evidently inconsistent with the terms of the advertised conditions of the proposed contract, which announces that the carriages were to be built specially for the service.

Your Memorialists do not think it necessary to dwell minutely on the misery, destitution and sufferings to which this circumstance must reduce hundreds of tradesmen, workmen and their families, as must be obvious to your Lordships as well as to your Memorialists, who are aware that, owing to the arrangements about to be sanctioned by the Post-office authorities, the extensive factories of Messrs. Purcell & Jameson and the Messrs. Bourne will be reduced, if not altogether closed.

Your Memorialists have to state, that Mr. Purcell did not demand more than he had been in the habit of receiving for his previous contract; and finding that new terms differing from, and not contemplated by, the printed notice of the Postmaster-general were taken in consideration, he at once offered to perform the work on terms equally favourable, and your Memorialists respectfully represent that there was no formality sufficient to exclude the new terms offered by Mr. Purcell from the consideration of the Postmaster-general, as it appears on referring to Lord Lowther's letter, addressed to Lord Eliot, that the contract of Mr. Croall was treated as open, and was subsequently qualified.

It seems, therefore, to your Memorialists that fair and ample grounds exist for giving a preference to the former contractor, who fulfilled for nearly 30 years, with credit and satisfaction to the Government, and highly to the benefit and advantage of this country, the terms of his previous engagements.

Your Memorialists cannot avoid referring to the circumstances that, while the Irish Post-office contracts have been extensively advertised in the public papers throughout England and Scotland, no advertisement whatever of the English contracts have appeared in the Irish papers.

Your Memorialists, therefore, most earnestly and respectfully entreat your Lordships to give the said Messrs. Purcell, Bourne & Hartley the same opportunity of amending their tender that appears to have been afforded to Mr. Croall previous to the contract having been declared, and to adopt such measures as will enable the former contractors to continue to supply mail coaches in Ireland as usual upon the terms contained in the lowest tender that has been made for the purchase.

And your Memorialists will ever pray.

Signed by 66 persons.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Rate-payers and Householders of St. Mary's Parish, Dublin.

May it please your Lordships,

WE, the churchwardens authorized by the rate-payers and householders in vestry duly assembled, having learned with feelings of pain and alarm that the contract for building and supplying mail coaches in this country are about being given to a contractor not only not resident in it, but who intends, as will appear to your Lordships from the understated facts, to import, ready made, all the mail coaches intended for Her Majesty's service in Ireland, beg to entreat your Lordships' attention to the consequences that must follow from the execution of a contract thus intended to be performed.

They beg respectfully to acquaint your Lordships that, for upwards of 30 years preceding two extensive establishments conducted in this city by the late contractors, wherein the building and other details connected with the contract afforded remunerative employment to the tradesmen and mechanics of this country, and enabled them to support their families in comfort and independence, who will now be reduced to utter destitution by the closing of those two extensive factories.

Your Memorialists have to state, that it was not contemplated by the printed notice of the Postmaster-general, that Mr. Purcell did not demand more than he was in the habit of receiving, and he at once (when a conditional contract was acted on in Mr. Croall's case) offered to do the work equally favourable, preventing any loss thereby to the Treasury; under those circumstances, it seems that fair and ample grounds exist for giving a preference to the former contractor.

Your Memorialists have read in the public press the speech of Lord Eliot in the House of Commons on this subject; he acknowledged that the contract of Mr. Croall was treated as open, and subsequently qualified; and the advertisements for said contract appearing in the English and Scotch papers, and no English contract appearing in the Irish papers, gives an undue advantage to English and Scotch contractors, to the prejudice of the Irish, who, if afforded the same privileges, would compete fairly in manufacturing as genuine an article, and at as low, if not lower, rate than our Scotch or English competitors.

Your Memorialists, therefore, most earnestly entreat your Lordships to continue the contract with Messrs. Purcell, Bourne & Hartley, who are in a state of readiness to execute the order by the 28th of May next, for 128 coaches, which is evident cannot be done within the time by Mr. Croall, excepting Mr. Croall purchases coaches which have been out of use, and never made to the order, and we believe such unsafe to be used on the Irish roads.

And your Memorialists will ever pray.

Signed on behalf of the Parishioners,

John Jackson,
J. Chambers, jun. } Churchwardens.

18 April 1843.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords and Gentlemen,

A MEMORIAL to your Lordships was adopted at a most respectable meeting of the parishioners of St. Mary's, in this city, in vestry assembled, on the 18th instant, the Venerable the Archdeacon of Kildare in the chair; and, in conformity to the resolution of the same meeting, we have now the honour of enclosing it to your Lordships, and at the same time take the liberty of adding the expression of our hope, that it may receive your early and most favourable consideration.

We are, &c.

(signed) *John Jackson,*
J. Chambers, } Churchwardens.

121, Capel-street, Dublin,
18 April 1843.

To the Right honourable the Lords of the Treasury.

My Lords,

The following MEMORIAL of the Gentlemen, Merchants and Operatives of the town of Belfast,

Respectfully sheweth,

THAT for a series of years the contractors for the supply of coaches to carry the Royal mail throughout the various districts of Ireland, and that, having been executed in this kingdom, they have been the means of affording constant and adequate employment to many hundreds of industrious mechanics and artisans.

Your Memorialists do not impugn the motives of your decision, but beg to respectfully solicit your Lordships' grave consideration of the facts attendant upon the transfer of the manufacture of these coaches to Scotland. Your Memorialists deplore that a vast number of industrious operatives will be thrown out of employment, and at a period when little hope remains

remains of their succeeding to any other; these, with a vast number of their dependents, will be deprived of bread, which will render the case afflicting, preventing the many advantages of its circulating capital, and inevitably increasing an overburthening and accumulating Poor-law.

Your Memorialists humbly pray your Lordships to the re-consideration of this contract, that will prevent those evils in an exciting time, by giving to Ireland the consolation of manufacturing those articles of convenience that her mercantile and commercial intercourse require, and which Irish revenues support.

And your Memorialists will ever pray.

Signed by about 7,210 persons.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

I HAVE entered so fully into the circumstances of the case as detailed in the communication which I had the honour to address to your Lordships on the 25th ultimo, in reply to Mr. Purcell's letter, complaining that he has not been fairly treated in the matter of the new contract for the supply of mail coaches for the use of the Post-office in Ireland, that, in returning the enclosed Memorials from the noblemen and merchants of Waterford on the same subject, with similar Memorials from the inhabitants of Dublin, the merchants of Drogheda, and the Irish Members of Parliament, I really do not see that I can add any thing to that communication, except as regards the allegation, that the new contract with Mr. Croall will have the effect of depriving a large number of mechanics and artisans of employment.

On this point I imagine the parties labour under some great misconception of the matter, as, supposing the whole sum to be paid to the contractor (which is about 7,400*l.* a year) was expended in workmen's wages, at the rate of 30*s.* a week each; it would only find employment for 94 men, leaving nothing for the cost of materials in the first instance, and for the contractors' profit, which, taken into consideration, will much diminish the amount of expenditure for wages and the number of workmen.

I have only further to remark, that although Mr. Croall may build his new coaches in Scotland, he will be compelled to have the repairs executed in Ireland, as it would never answer his purpose to incur the expense of returning his coaches to Scotland every time they may require the most trifling repair.

I have, &c.

General Post-office,
9 May 1843.

(signed) *Lowther.*

To the Lords Commissioners of Her Majesty's Treasury.

May it please your Lordships,

WE, the undersigned Gentlemen, Merchants, Traders and Householders of the town of Wexford and its vicinity, having learned with feelings of deep regret and alarm, that the contracts for the building and supplying mail coaches in this country are about to be given to a contractor, not only not resident in it, but who intends, as will appear to your Lordships from the understated facts, to import ready made all the mail coaches intended for Her Majesty's service in Ireland, beg most respectfully to entreat your Lordships' grave and immediate attention to the consequences which must follow from the execution of a contract thus intended to be performed.

We beg respectfully to acquaint your Lordships, that the contract for the building and supply of the mails in Ireland for the last five years having been obtained by Mr. Purcell, and for more than 30 years preceding having been undertaken by that gentleman, in conjunction with the Messrs. Bourne & Hartley, two extensive establishments were opened and conducted in the city of Dublin by Messrs. Purcell & Jameson and the Messrs. Bourne respectively, wherein the building and other details connected with the execution of the contracts above stated have been carried on, thereby affording remunerative employment to the tradesmen and mechanics of this country.

Your Memorialists respectfully submit, that if the contracts for the next term of years be given to a gentleman who possesses no factory or establishment in this country for building coaches, he must, in order to execute the terms of his contract, place on the various lines of road in Ireland about 120 mail coaches to run on the 28th of May, a period from this date of one month and a few days; from which circumstance it is obvious that such coaches so intended to run in May must be imported ready made, a fact evidently inconsistent with the terms of the advertised conditions of the proposed contract, which announced that the carriages were to be built specially for the service.

Your Memorialists do not think it necessary to dwell minutely on the misery, destitution and sufferings to which this circumstance must reduce hundreds of tradesmen, workmen and their families, as must be obvious to your Lordships as well as to your Memorialists, who are aware that, owing to the arrangements about to be sanctioned by the Post-office authorities, the extensive factories of Messrs. Purcell & Jameson and the Messrs. Bourne will be greatly reduced, if not altogether closed.

Your Memorialists have to state, that Mr. Purcell did not demand more than he had been in the habit of receiving for his previous contracts, and finding that the new terms

differing from and not contemplated by the printed notice of the Postmaster-general, were taken in consideration, he at once offered to perform the contract on terms equally favourable; and we respectfully represent, that there was no formality sufficient to exclude the new terms offered by Mr. Purcell from the consideration of the Postmaster-general, as it appears, in referring to Lord Lowther's letter addressed to Lord Eliot, that the contract of Mr. Croall was treated as open, and was subsequently qualified.

It seems, therefore, to your Memorialists, that fair and ample grounds exist for giving a preference to the former contractor, who fulfilled for nearly 30 years, with credit and satisfaction to the Government, and highly to the benefit and advantage of this country, the terms of his previous engagements.

Your Memorialists, therefore, most earnestly and respectfully entreat your Lordships to adopt such measures as will enable the former contractors to continue to supply the mail coaches in Ireland as usual, upon the terms contained in the lowest tender that has been made for the purchase.

And your Memorialists will ever pray.

Signed by 186 persons.

My Lord, Treasury Chambers, 14 June 1843.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit herewith a Memorial from Mr. Peter Purcell, with its enclosures, respecting the Irish mail coach contract, and to request your Lordship will consider the same, and favour this Board with your opinion thereon.

I am, &c.

The Right hon. the Postmaster-general. (signed) *G. Clerk.*

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The humble MEMORIAL of *Peter Purcell*, late Contractor for the supply of Mail Coaches in Ireland,

Sheweth,

THAT on the 24th of February last, the Postmaster-general issued specifications for a new mail coach contract in Ireland, to commence on the 28th of May then next, the tenders for which were to be delivered on the 22d March, being an interval of only nine weeks; whereas in the years 1832 and 1837, six clear months' notice was given for tenders.

That in such specifications it was expressly stipulated, that "the carriages, with their wheels, poles and horse-bars, were to be built specially for the service;" that the materials were to be of the best quality, both as regarded "the strength of the carriage, and the ease, convenience and comfort of the passengers;" that "well-seasoned wood and the best iron were to be used;" and that "if the contractors should make default in any of the stipulations of the contract, the Postmaster-general might immediately determine the same."

That on the 22d of March, your Memorialist and his partners made a tender to the Postmaster-general in these words: "With reference to and in conformity with the conditions which have been published in the newspapers for proposals for supplying mail coaches for the use of Her Majesty's service in Ireland, we hereby propose to supply the same for the sum of 3*d.* per double mile, according to the terms specified," being the sum agreed to in the former contract, and at which sum the gross annual payment under the contract would be about 8,000*l.* per annum.

That Mr. Croall sent in a tender in two divisions, one to provide coaches for all the main roads at a lower price than your Memorialist, and the other to furnish coaches for the cross-lines at the same lower rate, provided that for this division of the work he was allowed three months to provide new carriages; that after a protest made by your Memorialist that all the coaches ought to be new and without any condition, Mr. Croall gave up his condition (the Postmaster-general states, that he agreed to furnish new coaches for the cross-lines as well as the main roads from the commencement of the contract); whereupon Mr. Croall's unconditional tender was accepted; that the contract was taken by him at a sum of about 6,000*l.* per annum, being an apparent saving of 25 per cent. over your Memorialist's tender.

See Letter to Lord Eliot, Appendix, No. 1.

That your Memorialist tendered, in the very words of the public stipulations, to provide from the 28th of May all the coaches to be built specially for the service.

That about the 15th of May, Mr. Croall caused several mail coaches to be landed in Ireland; and your Memorialist having reason to believe that the coaches so landed were of an inferior description; that many were not new coaches built specially for the service; that the materials were not of the best quality; and that in these and other respects they were in violation of the published stipulations; applied to the Postmaster-general to cause an inspection to be made; that his Lordship was pleased to comply with the request; and the Post-office authorities in Dublin, and Mr. Stowe, the inspector of mail coaches, called upon your Memorialist's partner to appoint a referee, who was to meet a competent person on the part of the Post-office, for the purpose of examining the coaches.

See Appendix, No. 2.

That your Memorialist appointed Mr. Thomas Hutton, and the Post-office appointed Mr. John S. Dawson, who, having examined the mail coaches in Dublin on the 27th and 29th May,

May, made a joint report, that only six out of 31 coaches in Dublin were new coaches built specially for the service; and that all the others were either admitted by the Post-office authorities to be old coaches, or had old materials worked up in them, and that the springs involved risks of delay; all of which is in direct and gross violation of the published stipulations.

That the two referees also specifically reported a further violation of these stipulations, inasmuch as that the manufacture of the coaches, with very few exceptions, was of the roughest and most unworkmanlike class; that the bodies and other parts, after some work, would give further and decided evidence of inferior materials and workmanship; that these coaches were not what any respectable competent coach-builder would turn out as well-constructed mail coaches, if built to order; and that their value was at least 25 per cent. less than that of well-built coaches. Appendix, No. 2.

That at the period of this examination several of Mr. Croall's coaches were not in Dublin, but at Cork and other places; that your Memorialist consequently sent an agent, Mr. Garnett, to Cork, to meet Mr. Stowe, and examine the condition of the coaches there; that on the morning of the 5th June the examination commenced, and seven coaches were seen; that an appointment was made to examine others in the afternoon; but on your Memorialist's agent then seeing Mr. Stowe, that gentleman said he had received directions from the Postmaster-general that no person was to be present at the examination except Mr. Stowe, his inspector, and any person he might think fit to assist him; being directly contrary to the equitable arrangement which had been entered upon in Dublin by the authority of the Postmaster-general.

That, notwithstanding this prevention of the attendance of his agent, your Memorialist has received a report made by Mr. J. B. Hammett, coach-builder, of Cork, by which it appears, that out of 15 coaches there examined by him on the 1st June, three only were new, although, with two exceptions, they had regularly worked the mail-coach journeys up to that day. Appendix, No. 3.

That, contrary to the published stipulations, many mail coaches, now in use, and conveying Her Majesty's mails in Ireland, are admitted by the Post-office authorities to be old; that many more can be proved to be so; that it appears from the reports already referred to, that there are mail coaches on the main-lines as well as upon the cross-lines which have not been built specially for the service, and that the coach, No. 61, lettered "Cork and Dublin," a portion of the springs of which are old, has actually broken these old springs on one journey, and delayed the delivery of the mail bags at Cork 30 minutes, being the very circumstance anticipated by Messrs. Hutton & Dawson in their report.

That Mr. Croall's contract was taken by the Postmaster-general in preference to your Memorialist's, on the ground that there would be an annual saving to the public of 2,000 *l.*, or 25 per cent.; whereas Mr. Croall has supplied an article 25 per cent. below the value he was bound to supply by the published stipulations; so that the public sustains a loss precisely equal to the difference between the price of your Memorialist's contract and Mr. Croall's; that the workmanship and materials of the coaches furnished under Mr. Croall's contract are not of the best quality as required by the stipulations; and that the reduction in the mileage by the present contractor has not been produced in the fair spirit of trade by the supply of the same article at a less price, but by an attempted imposition, in direct opposition to the published stipulations and the tenders.

That the present contractor has not satisfactorily executed previous contracts in Scotland; and in all the matters above mentioned, he has not complied with the stipulations on which his tender was received in preference to that of your Memorialist.

That, from the irregularity of the notice to contractors, your Memorialist was led to believe that the Post-office would continue his former contract, from the impossibility (as has since been proved, of new coaches being supplied elsewhere within the short period of nine weeks.

That when your Memorialist became contractor for the first time in 1832, he was required by the Post-office authorities to build, and did build, entirely new coaches, according to a model furnished by them; that, in 1837, on the renewal of the contract, he had prepared a great number of new coaches, and was ready to provide others; but as there was no competition, and as the work had been previously executed to the full satisfaction of the authorities, he was not called on to do so; and his second contract was treated merely as an extension of the first; that upon the present occasion (believing that new coaches were required by the published stipulations), he was prepared to fulfil the same to the fullest extent, as appears by his tender.

That the contract entered into with Mr. Croall was expressly upon the published stipulations; and he must not only supply coaches to the satisfaction of the Postmaster-general, but he must do so according to those stipulations; that it is a violation of the contract to supply any old coaches as "coaches built specially for the service;" and your Memorialist submits, that old coaches, which had been used in whole or in part in Scotland, cannot be contemplated as coming within the terms or the spirit of the words "built specially for the service," under the recent Irish contract.

Your Memorialist, therefore, prays, that as default has been made by Mr. Croall in the performance of his contract under the published stipulations, both as regards the coaches being new, and the materials used, the Postmaster-general may, by virtue of the power reserved to him for that purpose, immediately determine the contract so broken by Mr. Croall.

That thereupon the Postmaster-general will accept your Memorialist's tender, being in fact on the same money terms as Mr. Croall's tender, and which, from the number of

new coaches on his hands, and the means at his disposal, your Memorialist is well able to carry out; and that your Lordships will give such further relief to the public, and to your Memorialist, as to you may seem right.

And your Memorialist will ever pray, &c.

10 June 1843. *Peter Purcell.*

Appendix, No. 1.

STATEMENT of FACTS sent by *Peter Purcell* to Lord *Eliot* on the 26th March.

THE contract for building mail coaches in Ireland expires on the 28th of May next.

An advertisement appeared in the public papers about the 26th of February, from the Postmaster-general, in which certain conditions were made known, and to which the attention of persons proposing was required such tender to be delivered in London on the 22d of March.

Mr. Purcell put in his tender exactly in conformity to the above referred to advertisement, as appears by the copy of his Proposal, marked (*a*). Mr. Croall, of Edinburgh, and Messrs. Wright & Williams, of London, put in tenders, both lower in price than Mr. Purcell, but both tenders accompanied with a condition, that the Postmaster-general was to allow an extended time for the supply of the necessary number of new coaches, and that they should be permitted to work old coaches for some months, until the new ones could be furnished.

Mr. Croall's tender was on the 22d received by the Postmaster-general, and Mr. Croall was given to understand he should have the contract, but without conditions.

Mr. Purcell respectfully states, that any tender accompanied by conditions could not and should not have been received or entertained, and that the only legal and proper tender offered was his own. After his tender was received, Mr. Croall still adhered to the condition which accompanied it. Mr. Purcell considers he is entitled to the same permission to amend his proposal, which certainly would have been different had he been aware that the Post-office did not intend to adhere to its own printed conditions, and that they would receive proposals requiring an extended period for the supply of new mail coaches.

He conceived that he had as good a right to amend his tender, which he did by proposing to do the duty for the lowest sum offered, and so informed his Lordship, the Postmaster-general, by letter, on the 24th instant, to which he has not received any reply. Mr. Purcell made this proposition verbally to his Lordship on the 23d instant; and again, in writing as above on the 24th, Mr. Purcell relies with confidence on the fact, that Mr. Croall's contract was not in conformity to the conditions referred to; and if he now feels it useful or necessary to waive conditions which were sent in with his proposal, and even does so, it can be considered in no other light but a variation from his original offer; and Mr. Purcell considers, in justice and fair dealing, he has an equal right to amend or alter his original tender.

(*a*)—COPY of PROPOSAL from Messrs. *Purcell, Bourne & Hartley*, for the supply of Mail Coaches in Ireland.

To Lord Lowther, Postmaster-general, &c. &c.

My Lord,

WITH reference to and in conformity with the conditions which have been published in the newspapers for proposals for supplying mail coaches for the use of Her Majesty's service in Ireland, we hereby propose to supply same for the sum of 3 *d.* per double mile, according to the terms specified.

P. Purcell.
W. H. Bourne.
J. Hartley.

London, 22 March 1843.

Appendix, No. 2.

COACHES admitted by Mr. *Stowe* to be old.—These coaches are not in Dublin, but scattered through the country.

Nos. 48. Admitted old.
49. Waterford and Cork, old.
55. Waterford and Limerick, old.
57. Waterford and Wexford, old.
50. Cork and Bantry, old.
52. Cork and Kinsale, old.
60. Cork and Tralee, old.
46. Galway and Limerick, old.
Limerick and Cork, old.
Limerick and Tralee, old.
45. (Blank), old.
43 or 63. Ditto, old.

The

The following examined by Mr. *Hutton* and Mr. *Dawson*.

Saturday, 27 May, Dublin.

No. 42. Sligo coach; all the springs old, and have been manifestly much in use; it appears to us that the body of this coach is new.

No. 41. Dublin and Limerick; front cross springs old, and considerably used; the same remark applies to the hind carriage springs; it appears to us that the body is new.

No. 25. Dublin and Belfast; carriage springs not new, and carriage part, except the wheels and fore case, old; the body is new; Mr. Dawson thinks a portion of the springs old; he also is decided that the hind axle case is old, and that hind and fore cases have been in use before; the guard's seat Mr. Hutton and Mr. Dawson concur in stating to be old.

No. 20. Dublin and Cork; new.

No. 27. Dublin and Sligo; hind carriage spring near side not new; guard's seat old.

No. 34. Dublin and Limerick; front cross body spring is unsafe; portion of old hind carriage spring old; front step worn smooth.

No. 19. Dublin and Cork; new.

No. 30. Dublin and Waterford; front axle old and worn; portions of front carriage and body springs old.

No. 23. Dublin and Galway; new.

No. 33. Dublin and Wexford; old flange bolts, new body, but springs defective; hind flange bolts used; Mr. Hutton conceives the coach unsafe for travelling, by reason of the defect in the flange bolts; Mr. Dawson is of opinion, if the coach continue to run for 200 miles, it would be attended with danger.

No. 36. Dublin and Galway; springs part old and part new.

No. 29. Dublin and Enniskillen; new.

No. 48. Ballinasloe and Westport, admitted to be old; Mr. Croall's agent stated that it was not intended for Her Majesty's service.

(signed) *Thomas Hutton.*
J. S. Dawson.

Dublin, 29 May 1843.

Examination of Mail Coaches belonging to Mr. *Croall* by Mr. *Thomas Hutton* and Mr. *John Dawson*.

No. 36. Dublin and Galway; the axle new, but old flange bolts on hind wheel; the springs, front and rear, are part new and part old; off front-side spring has an additional plate without a stud slipped in; the corresponding one has not a slip plate.

No. 45. Marked Dublin and Sligo, which was worked into Dublin this morning, is admitted by Mr. Croall's agent to be an old coach.

No. 31. Dublin and Wexford; the springs are old, and the flange plates and bolts are also old.

No. 22. Dublin and Derry; is a new coach.

No. 26. Dublin and Belfast; is a new coach.

No. 35. Dublin and Limerick; portions of the springs new, and portions old.

No. 32. Dublin and Waterford; portions of the springs new, and portions old.

No. 28. Dublin and Enniskillen; hind body and carriage springs partly new and partly old; the front body springs are new.

We certify that we have examined 19 mail coaches, and herewith enclose our detailed opinion of the same, and, having been requested by the Inspector of Mail Coaches to give our opinion as to the road worthiness of the same, we declare, as far as we can judge, the wheels, carriages and axles are safe; the springs are the only parts which we consider to involve risks of delay.

(signed) *Thomas Hutton.*
John S. Dawson.

Sir, Dublin, 29 May 1843.

We beg leave, as desired, to enclose our reports of the mail coaches examined by us in Dorset-street, and cannot close them without expressing our opinion, that the manufacture of the coaches, with very few exceptions, is of the roughest and most unworkmanlike class. We are also of opinion that the bodies and other parts, after some work, will give further and decided evidence of inferior materials and workmanship. As a whole, we are of opinion that these coaches are not what any respectable competent coach-builder would turn out as well-constructed mail coaches, if built to order. The value of the coaches in question is, in our opinion, at least 25 per cent. less than that of well-built coaches.

We are, &c.

(signed) *Thomas Hutton.*
John S. Dawson.

To George Stowe, Esq., General Post Office.

Appendix, No. 3.

COPY of CERTIFICATE from *J. B. Hammett*, coach-builder, Marlborough-street, Cork, regarding the Schedule of Coaches there.

I CERTIFY that after a careful examination of the coaches named in the subjoined list, I have no hesitation in stating that the description following the name and number of each is perfectly correct, and which I am ready at any time to verify on oath, if required.

1 June 1843. (signed) *J. B. Hammett.*

The coaches marked in this list, with the exception of those numbered 52 and 50, have worked the regular mail coach journeys up to the 1st June.

No. 58. Lettered Limerick and Tralee; old body and carriages.
51. Ditto Limerick and Cork; old body and carriages.
8. Ditto Cork and Tralee; new coach, but old springs.
37. Ditto Dublin and Cork; old body and carriages, springs doubtful.
52. Ditto Cork and Kinsale; old body and carriages } not worked as yet.
50. Ditto Cork and Bantry; old body and carriages }
16. Ditto Bantry and Cork; new coach.
6. Ditto Limerick and Cork; old body.
13. Ditto Waterford and Cork; new coach.
9. Ditto Cork and Kinsale; old body.
5. Ditto Cork and Limerick; the four cross springs old.
14. Ditto Waterford and Cork; old body.
15. Ditto Bantry and Cork; old body and hind cross springs.
60. Ditto Cork and Tralee; old body and carriages.
62. Ditto Cork and Tralee; new.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury:

My Lords,

I RETURN the Memorial from Mr. Peter Purcell, with its enclosures, respecting the new contract for the supply of mail coaches required for the use of the Post-office in Ireland, which was referred to me in Sir George Clerk's letter of the 14th ultimo, and beg to state that the complaint contained in this Memorial was first brought to my notice on the 25th May, when I immediately directed the Superintendent of Mail Coaches to make a complete examination of all the coaches provided by Mr. Croall, with the view of ascertaining how far the statements made as to the non-fulfilment of the terms of his contract were correct. In order to effect this duty in the most satisfactory manner, the Superintendent of Mail Coaches called to his aid respectable coachmakers of the several towns in Ireland in which the new coaches were stationed. I beg to enclose a copy of the Superintendent's report, and of its accompanying documents, on which the result of this examination is detailed.

I forbear to advert to the circumstances under which the contract with Mr. Croall was concluded, as they have been already fully detailed in my letter to your Lordships of the 25th April last.

It appears that Mr. Croall, being desirous of providing for every contingency, furnished for the service of the Post-office in Ireland 60 coaches, a number considerably exceeding that required by the terms of his contract; he being bound to provide 42 new coaches for actual service, and eight spare coaches as a reserve.

Of these 42 coaches, the report shows that 33 are unquestionably new.

Regarding three other coaches there is some dispute. The manufacturers, however, of these coaches, Messrs. Russell & Co., of Edinburgh, have certified that they are new, and I have no reason to doubt either their respectability or correctness.

It is admitted that the remaining 14 coaches, including the eight spare coaches, are not new; although, as regards six of the number, the defect only applies to some portion of the materials, which are not entirely new.

The particular defects are stated in the several reports. As regards, therefore, these coaches, Mr. Croall's contract has not been strictly fulfilled.

Under these circumstances, I have thought it right to consult the Solicitor of the department as to the course to be pursued, and under his opinion, of which I enclose a copy for your Lordships' information, I have required Mr. Croall to remove the old coaches immediately; and to provide, also, coaches altogether new, in the place of those of which portions have been stated and admitted to be old.

Your Lordships will be pleased to observe, from the report of the Inspector, that Mr. Croall's coaches are considered to be more convenient than those previously used; that they are worked with less labour to the horses; that the seats for the guard are more convenient, and a greater quantity of room is given for the stowage of the mail bags.

It has not escaped my observation that, in one part of Mr. Purcell's Memorial, he appears to admit that the coaches furnished by him, in the fulfilment of the contract in 1837, were not new coaches; which he excuses on the ground that the contract of 1837 was merely an extension of the former contract, which expired in that year.

With

With regard to this allegation, I beg to state that the form of contract signed by Mr. Purcell in 1837, is the same as that signed by Mr. Croall in 1843, and that no record can be found in the Post-office, granting any permission from the Postmaster-general, allowing him to depart from the strict conditions of his contract; and if Mr. Purcell furnished old coaches in 1837 to commence the new contract, it is clear that he committed precisely the same default which he now brings forward as an accusation against Mr. Croall.

In conclusion, I wish to state, in regard to a matter upon which Mr. Purcell seems still to think that he has some cause of complaint, that I have had no other object, from beginning to end, but that of promoting the public service; having regard, on the one hand, to the efficiency of the coaches supplied, and on the other, to the utmost possible economy in the attainment of this object.

I have, &c.

General Post-office, 24 July 1843. (signed) *Lowther.*

Sir, General Post Office, 3 July 1843.

I HAVE attentively perused the enclosed Memorial from Mr. Purcell, relative to the Irish mail coach contract, which I now beg to return. It does not appear necessary for me to go into the question of the grounds upon which the Postmaster-general thought it advisable to accept Mr. Croall's tender; and I apprehend, therefore, I shall do right in confining myself strictly, in this report, to the statements made by Mr. Purcell, that the coaches are not new, and that they are unfit for the conveyance of the mails in Ireland. I proceed, therefore, to state the circumstances relating to the late examination of the coaches in Ireland. Upon receipt of the Postmaster-general's orders to have a careful survey made of all the coaches supplied by Mr. Croall for the Irish service, I selected competent persons for the purpose; and I now beg to forward a statement, showing the number of each coach sent to Ireland, the line of road upon which it is intended to run, the name of the party by whom it was examined, the result of the examination, and the day upon which the examination took place. Forty-two coaches only are required for the actual working of every mail coach line in Ireland; in addition to this number, eight spare coaches are required to provide for the service, in case of accident, &c.; viz., four to be kept in Dublin, two in Cork, one in Waterford, and one in Belfast, making the entire number of coaches required for the service in Ireland, 50. It will be seen by reference to a statement enclosed, that there are now 60 coaches in Ireland supplied by Mr. Croall; of this number, 33 have been pronounced to be new in every respect. The same statement will show what portions of the other coaches are pronounced to be not new, and that the deficiency is confined chiefly to the springs; the coaches numbered 32, 34, 35, 41, 42 and 61, are pronounced to be new in every respect, with the trifling exception of a portion of the springs; it will further appear that the coaches numbered 25, 27 and 28, which have been pronounced by Messrs. Hutton & Dawson, of Dublin, to be not new, are declared by the builders, Messrs. Russell & Co., of Edinburgh, to be *bonâ fide* new coaches; it will also appear that the coaches numbered 33 and 36 are objected to by Messrs. Hutton & Dawson, chiefly on the ground of the flange bolts not being new. It will thus appear that there are now 33 *bonâ fide* new coaches in Ireland; that there are six deficient only as regards some portion of the springs; that there are two objected to, chiefly on the ground of the flange bolts not being new; and that there are three which are declared by the builders to be new, notwithstanding the assertion of Messrs. Hutton & Dawson to the contrary. If, therefore, the Postmaster-general should think proper to direct the objectionable springs to be removed from these six coaches, and to be replaced by new ones, which can be done in a few days; to allow the objectionable flange bolts and springs to be removed from the two coaches, which can also be done in a few days; and if he should rely upon the correctness of Messrs. Russell & Co.'s certificate as regards the coaches numbered 25, 27 and 28; we should then have 44 *bonâ fide* new coaches in Ireland, being two more than are required for the actual working of the various lines.

Having thus stated briefly the result of the examination of the coaches which the Postmaster-general directed to be made, I now proceed to compare the statements furnished by Mr. Purcell, with the certificates I have received from the coach-builders, who examined the coaches referred to in his Memorial. Appendix, No. 2, enclosed in Mr. Purcell's Memorial, is merely a copy of the certificates furnished by Messrs. Hutton & Dawson, of the examination made by them of the coaches in Dublin on the 27th and 29th of May; there is, however, one inaccuracy in it, to which I beg to draw your attention; it is stated that No. 43 or 63 is an old coach; the fact is, that the coach No. 43 has not been sent to Ireland, and No. 63 has been pronounced to be a new coach. It is right to add, there was some doubt about the number of the coach, and Mr. Croall's agent admitted to Messrs. Hutton & Dawson, that either No. 43 or 63 was an old coach.

Appendix, No. 3, is a certificate from Mr. Hammett, of Cork, who, it appears, examined 15 coaches on the 1st June. I have compared the statement made by Mr. Hammett with the certificates of the parties who examined these 15 coaches in my presence, and I find they agree as regards eight coaches, viz., those numbered 58, 51, 52, 50, 13, 60, 16 and 62; as regards the remaining seven, viz., those numbered 8, 37, 6, 9, 5, 14 and 15, which Mr. Hammett pronounces to be old, I have already forwarded to you certificates, which prove them to be new in every respect; and when I state that of this number pronounced by Mr. Hammett to be old, four were built by Mr. Wright, of London, who is prepared to make oath that they were new, and the remainder by Mr. Dunn, of Lancaster, who I have no doubt would also readily make oath to the same effect, the Postmaster-general

and yourself will be enabled to judge what degree of credit should be given to Mr. Hammett's certificate.

I have only to observe, that to the best of my judgment, these coaches are new, and that they are, in workmanship, convenience for passengers, accommodation for the mails, and general appearance, equal to any coaches running as mails, in either England or Scotland. I entertain the same opinion as regards the efficiency of those which have been pronounced to be not entirely new, and in this opinion I am borne out by the practical officers of the establishment. I enclose reports from Mr. Dicker, and also Mr. Rogers, the English Inspectors who accompanied me, the last of whom, having been an inspector of mails in Ireland, is more competent to give an opinion upon this point than I can possibly be. I also forward reports from the resident Inspector of Mails in Dublin, and from the Irish Inspectors, Messrs. Usher & Leith.

I would beg, in conclusion, to draw your particular attention to a paragraph in Mr. Purcell's Memorial, which states that when his contract for building mail coaches was renewed in 1837, he was not called upon to provide new coaches, and that his second contract was treated merely as an extension of his first; I can find no record in the Mail Coach Office of any letter written to Mr. Purcell at that period, permitting him to run coaches which were not new, and I am not aware that he received any authority to that effect.

I am, &c.

Lieut-colonel Maberly. (signed) *Geo. Stowe.*

Sir, London, 22 June 1843.

In answer to your inquiry respecting the coaches provided by Mr. Croall in Ireland, I beg leave to state, that all the coaches in Ireland that have come under my notice were very much approved of, being much lighter than those provided by Mr. Purcell, and in every respect more convenient and road-worthy, although, in some instances, I am aware that a portion of the body has been old; still, I consider them quite equal to new; the boots are much larger than those of the coaches previously in use, and more space is given, both inside and outside, for the greater comfort of passengers, which was acknowledged by every disinterested party who travelled.

The coaches on the improved construction are at least 2½ cwt. lighter than those which Mr. Purcell provided.

I am, &c.

George Stowe, Esq. (signed) *John Dicker.*

Sir, Dublin, 30 May 1843.

In reply to your letter of the 29th instant, requesting my opinion of Mr. Croall's coaches, I do not for a moment hesitate to say that they are trustworthy, and in every respect fit to be employed in the conveyance of Her Majesty's mails.

I beg to add, that I commenced travelling with the above coaches on the 26th instant, and have continued to do so both day and night; they give general satisfaction to all the passengers. A gentleman who sat on the box seat of the new Galway coach from Dublin, on the night of the 26th, assured me he never sat on so easy a coach, and was highly pleased with the accommodation; an inside passenger came to me and said he never was so comfortable in the inside of a coach as the present. The guards are also delighted with them, in consequence of having plenty of room to get the mail sacks in and out of the mail boxes; in fact, every person who travels by these coaches is highly pleased with them; they are light, work easy, and follow well.

I have, &c.

George Stowe, Esq. (signed) *And^w Leith,*
Inspector of Mail Coaches.

Sir, General Post-office, London, 22 June 1843.

I beg to inform you I have examined all the mail coaches furnished by Mr. Croall, now employed in conveying Her Majesty's mails in Ireland, and I have no hesitation in stating the same are in every respect fit and proper for the service they are performing; and from the circumstance of my having been for nearly the last three years employed in Ireland as an inspector of mail coaches, I am enabled to state my opinion relative to the mail coaches at present employed there, as compared with those lately furnished by Mr. Purcell for similar service in Ireland; and my conviction is, the coaches now conveying the mails in Ireland (furnished by Mr. Croall) are better suited for the service than those heretofore supplied by Mr. Purcell, inasmuch as they are on an average from 2 cwt. to 3 cwt. lighter, more comfortably fitted up for the convenience of passengers, more commodious, and at the same time affording greater accommodation to the service (by the ample room given in the mail boxes or boots for the deposit and security of the letter bags), and this statement, I feel assured, will be supported (if inquiry be made) by public opinion. I beg respectfully to observe, I have for the last seven years been employed in the mail coach department as an inspecting guard, and inspector of mail coaches, and as far as my experience goes, I consider the present contract coaches in Ireland have an appearance and style of finish about them superior to those lately furnished by Mr. Purcell.

I further

I further beg to observe, that several contractors connected with Mr. Purcell, furnishing horses to the mail coaches now used in Ireland, have assured me they are well pleased with the change of coaches, alleging their stock will be much improved in consequence of the lightness of the present coaches, and the correct and true manner in which they run.

I have, &c.,
(signed) *James Rogers.*

Sir, Dublin, 24 June 1843.

In reference to your letter dated the 21st instant, I beg leave to give you my opinion of the mail coaches supplied by Mr. Croall, and at present working into and out of Dublin.

First. As to weight: I am of opinion they are considerably lighter than those which were in use before the 28th ultimo, as far as regards springs, wheels and poles, and I understand the coachmen have expressed themselves to the effect that they are much easier drawn.

Second. As to appearances: I am of opinion they are at least on an equality in this respect with those coaches I had been in the habit of seeing worked here before their introduction.

Third. As to the workmanship: I am not sufficiently master of the technicalities of the trade to give a professional or scientific opinion in reference to the workmanship, but this I will say, I have seen no portions of the springs, the carriages, the bodies or the wheels of any of the coaches now in use that I could object to, either as regards the workmanship or the materials.

Fourth. As to the general accommodation: I believe that passengers are well pleased with the accommodation; I am sure the guards are, and they do not hesitate in saying, that the coaches are now so commodious, and run so light and smooth, that they (the guards) feel quite differen from what they did, and are improved in health by the change.

Fifth. As to their fitness for the service: I am of opinion they are well fitted for the service; the mail boots are capacious, and in general capable of containing all the letter sacks (except on Saturday nights, when they are immoderately increased both in number and size, owing to the vast quantities of weekly newspapers), so that there is seldom any risk now in having to place the sacks on the roof; the poles are well hung and of sound stuff; the springs and shackles equal to any I have been in the habit of seeing used for the last ten years, and, on the whole, from circumstances that have come before me, I am of opinion the coaches are trustworthy, and in every respect fit for the conveyance of the mails in Ireland. On two particular occasions, viz., the 28th and 29th ultimo, I saw the Cork and the Derry coaches driven with the greatest violence against one of the massive metal pillars which protect the entrance gateway of the Post-office yard here; the shock in either case was sufficient to have broken the fore-carriage to pieces, yet both stood the trying test comparatively uninjured, and were worked out without more loss of time than was required to get new harness in place of that which had been rendered unserviceable by the occurrence.

Had either the workmanship or the materials of which these coaches were composed been bad, there would have been a very different result.

I have, &c.

George Stowe, Esq. (signed) *James Cumming,*
Resident Inspector (Mail Coaches).

Sir, Cork, 30 May 1843.

I have received your letter of yesterday's date, requesting that I would state what I thought of Mr. Croall's coaches, and to say whether I considered them trustworthy, and in every respect fit to convey Her Majesty's mails. In reply, I am in justice bound to say that, so far as I am capable of judging, they appear to be trustworthy, and fit to be employed in the conveyance of the mails; and further, that I have not heard a single complaint of Mr. Croall's coaches; and the guards and coachmen are perfectly satisfied with the working of them.

The only deficiency I saw was, the want of roof-straps, and lockers under the seats for money parcels; as regards those two points, I have already called your attention to them.

I am, &c.

(signed) *Thomas Usher,*
Inspector of Mails.

George Stowe, Esq., General Post-office, Dublin.

Number of Coach.	NAME.	DECISION.	BY WHOM EXAMINED.
1	Ballinasloe and Westport	a new coach	Mr. Long, of Dublin — June 12.
2	- - ditto	- ditto	Mr. Long.
3	Galway and Limerick	- ditto	Mr. Phayer, of Limerick — „ 8.
4	- - ditto	- ditto	- - ditto — „ 8.
5	Limerick and Cork	- ditto	Mr. Julian, of Cork — „ 5.
6	- - ditto	- ditto	- - ditto — „ 6.
7	Limerick and Tralee	- ditto	Mr. Phayer, of Limerick — „ 8.
8	Cork and Tralee	- ditto	Mr. Julian, of Cork — „ 5.
9	Cork and Kinsale	- ditto	- - ditto — „ 5.
10	Waterford and Limerick	- ditto	Mr. Cahill, of Waterford — „ 10.
11	Limerick and Waterford	- ditto	Mr. Phayer, of Limerick — „ 8.
12	Waterford and Wexford	- ditto	Mr. Cahill, of Waterford — „ 9.
13	Cork and Waterford	- ditto	- - ditto — „ 9.
14	Waterford and Cork	- ditto	Mr. Julian, of Cork — „ 5.
15	Cork and Bantry	- ditto	- - ditto — „ 5.
16	Bantry and Cork	- ditto	- - ditto — „ 5.
17	Dublin and Cork	- ditto	- - ditto — „ 5.
18	- - ditto	- ditto	- - ditto — „ 5.
19	- - ditto	- ditto	Messrs. Hutton & Dawson, of Dublin — May 27.
20	- - ditto	- ditto	- - ditto — „ 27.
21	Dublin and Derry	- ditto	Mr. Long, of Dublin — June 16.
22	- - ditto	- ditto	Messrs. Hutton & Dawson — May 29.
23	Dublin and Galway	- ditto	- - ditto — „ 27.
24	Dublin and Sligo	- ditto	Mr. Long, of Dublin — June 16.
25	Dublin and Belfast	- - carriage springs not new, and carriage part, except the wheels and fire-case, old. The body is new; Mr. Dawson thinks a portion of the springs old; he is also decided that the hind axle-case is old, and that the hind and fore axles have been in use before. The guard's seat old.	Messrs. Hutton & Dawson — May 27.
26	Dublin and Belfast	a new coach	- - ditto — „ 29.
27	Dublin and Sligo	- - hind carriage spring, near side, not new; guard's seat old.	- - ditto — „ 27.
28	Dublin and Enniskillen	- - hind body and carriage-springs partly new and partly old; the front body springs are new.	- - ditto — „ 29.
29	- - ditto	a new coach	- - ditto — „ 27.
30	Dublin and Waterford	- - front axle old and worn; portion of front carriage and body springs old.	- - ditto — „ 27.
31	Dublin and Wexford	- - the springs are old, and the flange plates and bolts are old.	- - ditto — „ 29.
32	Dublin and Waterford	- - portions of the springs new, and portions old.	- - ditto — „ 29.
33	Dublin and Wexford	- - old flange bolts, new body, but springs defective; hind flange bolts used; Mr. Hutton conceives the coach unsafe for travelling by reason of the defect in the flange bolts; Mr. Dawson is of opinion, if the coach continue to run for 200 miles, it would be attended with danger.	- - ditto — „ 27.
34	Dublin and Limerick	- - front cross body spring is unsafe; portion of off hind carriage spring is old; front step worn smooth.	- - ditto — „ 27.
35	- - ditto	- - portions of the springs are new, and portions old.	- - ditto — „ 29.
36	Dublin and Galway	- - the axles new, but old flange bolts on hind wheel; the springs front and rear are part new and part old; off front sive spring has an additional plate, without a stud slipped in; the corresponding one has not a slip plate.	- - ditto — „ 27.
37	Dublin and Cork	a new coach	Mr. Julian, of Cork, — June 6.
38	Dublin and Derry	- ditto	Mr. Long, of Dublin — „ 12.
39	Belfast and Derry	- - new body and wheels, under carriage old.	Mr. Bathurst, of Belfast — „ 15.
40	- - ditto	- - new body and wheels, under carriage old.	- - ditto — „ 14.

Number of Coach.	NAME.	DECISION.	BY WHOM EXAMINED.
41	Dublin and Limerick - -	- - front cross springs old, and considerably used; the same remark applies to the hind carriage springs. It appears to us the body is new.	Messrs. Hutton & Dawson - - May 27.
42	Dublin and Sligo - -	- - all the springs old, and have been manifestly much in use; it appears to us that the body of the coach is new.	- - ditto - - - - „ 27.
43	Not yet received in Ireland.		
44	Belfast and Derry - -	an old coach - - - -	Mr. Bathurst, of Belfast - - June 14.
45	Dublin and Sligo - -	- - admitted by Mr. Prentice to be an old coach.	
46	Limerick and Galway - -	- - body old; in other respects the coach is new.	Mr. Phayer, of Limerick - - „ 8.
47	Not yet received in Ireland.		
48	Ballinasloe and Westport -	- - admitted to be old. Mr. Croall's agent stated that it was not intended for Her Majesty's service.	
49	Waterford and Cork - -	- - an old coach, with the exception of the wheels.	Mr. Julian, of Cork - - - „ 6.
50	Cork and Bantry - -	- - an old coach, with the exception of the wheels and boots.	- - ditto - - - - „ 6.
51	Limerick and Cork - -	- - an old coach, with the exception of the wheels.	- - ditto - - - - „ 5.
52	Cork and Kinsale - -	- - an old coach, with the exception of the wheels.	- - ditto - - - - „ 6.
53	Not yet received in Ireland.		
54	- - ditto.		
55	Waterford and Limerick -	- - body old; under carriage and wheels are new.	Mr. Cahill, of Waterford - - „ 9.
56	Not yet received in Ireland.		
57	Waterford and Wexford -	- - body old; wheels, under carriage and springs new.	- - ditto - - - - „ 9.
58	Limerick and Tralee - -	- - body old; in other respects the coach is new.	Mr. Phayer, of Limerick - - „ 8.
59	Not yet received in Ireland.		
60	Cork and Tralee - - -	- - an old coach, with the exception of wheels and boots.	Mr. Julian, of Cork - - - „ 5.
61	Dublin and Cork - -	- - springs, portions old and portions new.	- - ditto - - - - „ 5.
62	Cork and Tralee - - -	a new coach - - - -	- - ditto - - - - „ 6.
63	(Blank) - - - -	- ditto - - - -	Mr. Long, of Dublin - - - „ 12.
64	Enniskillen and Ballyshannon	- ditto - - - -	- - ditto - - - - „ 12.
65	Newry and Dungannon -	- ditto - - - -	Mr. Babington, of Newry - - „ 14.
66	- - ditto - - - -	- ditto - - - -	- - ditto - - - - „ 13.

18 July 1843.

I AM of opinion the Postmaster-general has not at present the power to determine Mr. Croall's contract on the ground that the coaches he has provided are not approved by his Lordship; and I think that if he were at once to determine it solely for this cause, the decision of a court of justice would be against the department.

The Postmaster-general has full power, however, to object to any such coaches, and to require Mr. Croall to substitute others for them, or his Lordship may require any alterations to be made he may think fit; and if Mr. Croall, on receiving notice thereof, refuse or neglect to comply, the contract can be at once determined.

(signed) *M. B. P.*

Copy of TREASURY MINUTE of 4th August 1840.

MY Lords having considered the report of the Postmaster-general, and all the circumstances of the case, and having adverted to the opinion given by the Solicitor of the Post-office with respect to the power of the Postmaster-general to determine Mr. Croall's contract, and having further had reference to the general practice of other departments with respect to contracts entered into for the public service, concur in the conclusion to which the Postmaster-general has come, as to the practical course which is on the whole most consistent with justice, and with a due regard to the public interest.

My Lords approve of the Postmaster-general having required Mr. Croall to remove the old coaches immediately, and to provide coaches altogether new in the place of those of which portions have been stated and admitted to be old; and if Mr. Croall should fail in the performance of that which has thus been required from him, My Lords rely upon the Postmaster-general's adopting the means in his power for enforcing the complete performance of the contract.

My Lords would take this opportunity also of suggesting, that in future cases of advertising for similar contracts, a longer period should be allowed to intervene between the date of the advertisement for tenders and the commencement of the contract.

Write to the Postmaster-general accordingly, and acquaint Mr. Purcell that, after a full consideration of all the circumstances of the case, My Lords do not feel it to be in their power to accede to the prayer of his Memorial, that the contract entered into with Mr. Croall should be immediately determined.

My Lord, Treasury Chambers, June 1843.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit herewith a letter from Mr. Peter Purcell, requesting an answer to his Memorial respecting the mail coach contract in Ireland, and to request your Lordship will consider the same, and favour My Lords with an early report thereon.

I am, &c.

The Right hon. the Postmaster-general. (signed) *G. Clerk.*

Sir, 39, Portland-place, Friday, 16 June.

SINCE my Memorial of the 10th instant was left with you, I have heard, upon authority on which I rely, that the old mail coach, No. 48, "Lettered Ballinasloe and Westport," mentioned in Messrs. Hutton & Dawson's report, "as stated by Mr. Croall, our agent, as one not intended for Her Majesty's service," as one sent to Ireland by mistake, and that he would not even submit it for their inspection, has been sent out on the night of the 10th instant as a mail coach, on the direct and main line of road to Galway.

May I now take this opportunity of respectfully asking you to obtain for me a reply to that Memorial, as soon as may be consistent with a necessary and fair inquiry.

I have, &c.

(signed) *Peter Purcell.*

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 26 July 1843.

I RETURN the enclosed communication from Mr. Peter Purcell, with reference to the use of an old mail coach (No. 48), which was run over a part of the main line of road from Dublin to Galway, on the night of the 10th ultimo; and I beg to enclose copy of a report from the inspector of mail coaches in Dublin upon the subject, from which it appears that this old coach was sent out for only one journey, in consequence of the new mail coach intended for that road having been sent to Dublin for the purpose of examination; and I presume your Lordships will consider the explanation satisfactory, under the special circumstances of the case.

I have, &c.

(signed) *Lowther.*

Sir, Dublin, 23 June 1843.

IN reply to your communication of the 21st instant, I beg leave to state, in explanation, that the coach alluded to, No. 48, was sent upon the Galway line of road on the 10th instant, for the following special and official purpose:

In order to bring to a close, as soon as possible, the protracted examination which had been going on previously, it was decided that the three-cross road, "Ballinasloe and Westport," the "Enniskillen and Ballyshannon," and all other coaches which had not been examined, should be worked up to, and be in Dublin on a given day (the 12th instant) for your inspection. To effect this object, a corresponding number of coaches had of course to be worked from Dublin, in place of those brought up to it. Two of the spare coaches here, numbered 38 and 63, had not been examined, and consequently could not be sent on the service; and, under the circumstances, No. 48 was made use of on the Galway line, for the one journey, but not intended to work longer than was absolutely necessary.

I am, &c.

George Stowe, Esq. (signed) *James Cumming.*
&c. &c. &c.

Sir,

Sir, Treasury Chambers, 4 August 1843.

The Lords Commissioners of Her Majesty's Treasury having had under consideration your Memorial, and its enclosures, respecting the new contract for the supply of mail coaches required for the use of the Post-office in Ireland, I am commanded to acquaint you that, after a full consideration of all the circumstances of the case, My Lords do not feel it to be in their power to accede to the prayer of your Memorial, that the contract entered into with Mr. Croall should be immediately determined.

I am, &c.

(signed) *C.E. Trevelyan.*

Peter Purcell, Esq.
39, Portland-place.

MAIL COACH CONTRACT (IRELAND).

COPY of MEMORIALS to the TREASURY, and CORRESPONDENCE, relating to the NEW CONTRACT for the Supply of MAIL COACHES for the use of the POST OFFICE in *Ireland*.

(*Sir George Clerk.*)

Ordered, by The House of Commons, *to be Printed*,
12 *August* 1843.

561.

Under 4 *oz.*

RETURNS to Orders of the Honourable The House of Commons, dated respectively 11 March, 5, 15, and 22 May;—*for*,

— No. 1. —

A RETURN of the Number of Stage Coaches or other Public Conveyances that have been used by the Post-Office Authorities as Mails, in *England* and *Wales*, not being so originally; together with the Dates of their being converted to this Use; and also whether they are accompanied by Guards.

(*Viscount Ebrington.*)

— No. 2. —

A RETURN showing the Number of Applications, by Letter or otherwise, which have been made at the General Post-Office in *London*, for Letters stated to be Missing, during the Months of October and November 1839 and 1842:—Also, for the Two Months immediately following after the Date of this Return; distinguishing such Letters as were stated to contain Enclosures of Value, and stating how many of the above were found, distinguished as before mentioned.——For the same Periods, showing the Number of Applications as to Delay of Letters, so far as can, for the Months of October and November 1839 and 1842, be given from the Register of Papers kept in the Post-Office.——Showing the Number of Letters Delivered in the United Kingdom in a Week, in the Months of November 1839 and 1842, and April and May 1843.——Showing the Number of Persons Employed under the Post Office in the United Kingdom, in October 1839, October 1842, and at the present Time.——Showing the Number of Applications made to the Postmaster-General, or Secretary to the Postmaster-General, or Surveyors, by Postmasters and others, in the United Kingdom; distinguished in Classes, as far as may be possible, for increased Salary, Wages, or Allowances, or increased Assistance, during the Years 1838 and 1842, stating how many out of each Class have been complied with.

(*Sir Charles Douglas.*)

— No. 3. —

A RETURN, in Columns, of the Number of Letters which have been forwarded Monthly through *France* to the *East Indies*, or other Countries, by way of *Egypt*, made up from the earliest Period of our Postal Conventions with *France*; stating the Amount of Postage received thereon in *England*, and the Amount paid to the French Government.——Similar Return of Letters received from the East through *Egypt*.——Similar Return of Newspapers.——Monthly Return of the Number of Letters not passing through *France*, forwarded by English Steamers through *Egypt*, with Amount of Postage received on the same.——A similar Return of the Homeward Correspondence.

(*Dr. Bowring.*)

— No. 4. —

A RETURN of the Number of Chargeable Letters which have passed through the London General Post (Inwards and Outwards) since the First General Reduction of Postage, on the 5th day of December 1839, dividing the Time (as far as practicable) into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also, of the Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner.——A Return of the Number of Letters which have passed through the London District Post (exclusive of all General Post Letters) for the same Periods, and distinguished in the same manner as the last Return.——A Comparative Statement of the Number of Letters (including Franks, during the existence of the Franking Privilege) delivered in the United Kingdom, in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time.——An Account showing the Gross and Net Post-Office Revenue, and the Cost of Management, for the United Kingdom, for each of the Years ending the 5th day of January 1839, 1840, 1841, 1842, and 1843; excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the English to the Irish Post-Office, and Advances to the Money Order Office.——An Account showing, as nearly as it can be given, the Gross Amount of Postage Revenue for *England* and *Wales* (exclusive of Returns for Refused Letters, &c.), for the Month ending the 5th day of January 1840 (during which the Fourpenny Rate was established); and also for the Months ending the 5th day of January 1842 and the 5th day of January 1843.——An Account of the Payments by the Post-Office, made during each of the Years ending the 5th day of January 1839, 1840, 1841, 1842, and 1843, for the Conveyance of the Mails by Railway, in *Great Britain*; distinguishing, in each instance, the Payments for Work done within the Year, from Payments for Work in previous Years.——A Return of the Number and Amount of Money Orders Issued and Paid in *England* and *Wales* (*London* inclusive) during each Quarter, from the Quarter ending the 5th day of April 1839 to that ending the 5th day of January 1843, inclusive.——A similar Return as regards Money Orders Issued and Paid in *London* only.——A Return, for the Month of June 1839, of the Number of General Post Letters Registered gratuitously in *London*, in consequence of their being supposed to contain Coin or Jewellery; also a Return, for the Month of June 1843, of the Number of such General Post Letters as would have been Registered in *London* had the Plan of Gratuitous Registration been continued; also a Return for the same Month of June 1843, of the Number of General Post Letters Actually Registered in *London*.

(*Mr. Hutt.*)

Ordered, by The House of Commons, *to be Printed*,
24 *August* 1843.

Under 2 oz.

— No. 1. —

A RETURN of the Number of STAGE COACHES or other Public Conveyances that have been used by the Post-Office Authorities as MAILS in *England* and *Wales*, not being so originally; together with the Dates of their being converted to this Use, and also whether they are accompanied by Guards.

STAGE-COACHES or other Public Conveyances used by the Post-office Authorities as Mails in England and Wales.	DATE of their being converted to that Use.	Whether accompanied by Guards.	STAGE-COACHES or other Public Conveyances used by the Post-office Authorities as Mails in England and Wales.	DATE of their being converted to that Use.	Whether accompanied by Guards.
Stamford and Coltersworth -	March 1828	no.	Tewkesbury and Ashchurch -	6 Feb. 1841	no.
London and Birmingham, " day"	4 Sept. 1837	yes.	Worcester and Spetchly - -	—	no.
Boston and New Holland -	5 May 1838	yes.	York and Ripon - - -	6 Apr. –	no.
Huddersfield and Holmfirth -	June - –	no.	Stilton and Doncaster - -	—	yes.
Shrewsbury and Hereford -	29 June –	yes.	Derby and Alfreton - -	—	no.
London and Brighton, " day" -	23 July –	yes.	Thirsk and Ripon - - -	7 Apr. –	no.
Brighton and Worthing (ceased)	24 Sept. –	no.	Stilton and Leeds - - -	—	no.
Exeter, Bideford, and Barnstaple	1 Oct. –	no.	Cowton Station and Richmond -	—	no.
Taunton, Tiverton, and Barnstaple	—	yes.	Nottingham and Lincoln - -	—	no.
Exeter and Bristol - - -	2 Oct. –	yes.	Ludlow and Knighton - -	6 Apr. –	no.
Hereford and Abergavenny -	8 – –	no.	Huddersfield and Cooper Bridge	1 June –	no.
Brighton and Lewes - -	19 Nov. –	no.	Dewsbury and Railway Station -	—	no.
Coventry and Stratford-on-Avon	20 Dec. –	no.	Leeds and Skipton - - -	4 June –	yes.
Chester and Northwich - -	18 Feb. 1839	no.	Macclesfield and Congleton -	6 July –	no.
Haydon Bridge and Alston -	20 May –	no.	Cherterfield and Buxton - -	—	no.
Welchpool and Aberystwith -	2 June –	yes.	Falmouth and Penzance - -	25 Sept. –	no.
Hartford and Carnarvon - -	15 – –	yes.	Grantham and Lincoln - -	18 Oct. –	no.
Sheffield and Doncaster - -	5 July –	no.	Exeter and Bridgewater - -	24 – –	no.
Bath and Birmingham - -	19 Aug. –	yes.	Doncaster and Rotherham -	15 Mar. 1842	no.
London and Dover, " day" -	26 – –	yes.	Carnarvon and Pwllheli - -	6 Apr. –	no.
Tredegar and Newport - -	23 Nov. –	no.	Lancaster and Newcastle - -	—	no.
Brynmaur and Newbridge -	—	no.	Nottingham and Grantham -	25 Apr. –	no.
Leeds and Darlington - -	1 Dec. –	yes.	Penrith and Darlington - -	5 May –	no.
Basingstoke, Yeovil, and Exeter	4 – –	yes.	Halesowen and Birmingham -	6 – –	no.
Lichfield and Stafford - -	6 – –	no.	York and Beverley - - -	6 July –	no.
Gloucester and Cheltenham -	24 – –	no.	Leeds and Knaresborough -	—	no.
Ross and Hereford - - -	6 Jan. 1840	no.	Sheffield and Nottingham -	—	no.
Stroud and Bristol - - -	6 Apr. –	no.	Chichester and Portsmouth -	18 Sept. –	no.
Oxford and Cirencester - -	5 May –	no.	South Church and Stanhope -	5 Oct. –	no.
Weymouth and Dorchester -	6 July –	no.	Taunton and Barnstaple - -	11 – –	no.
Hereford and Brecon - -	—	no.	Exeter and Falmouth - -	22 – –	yes.
Falmouth and Helstone - -	20 Aug. –	no.	Leicester and Stamford - -	28 Nov. –	no.
Darlington and Newcastle -	23 – –	no.	London and Cambridge, " day"	23 Dec. –	no.
Barnsley and Railway Station -	24 – –	no.	Broxbourne and Hertford -	—	no.
Rotherham and Railway Station	—	no.	Shoreham and Worthing - -	28 Jan. 1843	no.
Hull and Beverley - - -	23 – –	no.	Derby and Manchester - -	1 Feb. –	no.
Cowes & Newport, Isle of Wight	28 – –	no.	Plymouth and Bodmin - -	27 – –	no.
Droitwich and Railway Station	6 Feb. 1841	no.	Bury St. Edmunds and Colchester	8 Mar. –	no.
Bromsgrove and Railway Station	—	no.	Winchester and Salisbury -	21 July –	no.
Cheltenham and Railway Station	—	no.			

23 August 1843.

George Stow, Superintendent of Mail-coaches, (So far as relates to Mail-coach Office).

General Post-office, 23 August 1843.

W. L. Maberly, Secretary.

— No. 2. —

(1.)—A RETURN showing the Number of APPLICATIONS, by Letter or otherwise, which have been made at the General Post-Office in *London*, for Letters stated to be Missing during the Months of October and November 1839 and 1842: also for the Two Months ended 5th July 1843; distinguishing such Letters as were stated to contain Enclosures of Value, stating how many of the above were found distinguished as before mentioned.

NUMBER of APPLICATIONS made at the General Post-Office in *London*, for Letters stated to be Missing.

TWO MONTHS.	Containing Enclosures of Value.		Not containing Enclosures of Value.		Total Number of Letters stated to be Missing.	
	Number stated to be Missing.	Number Found.	Number stated to be Missing.	Number Found.	Number stated to be Missing.	Number Found.
October and November 1839 - -	332	129	256	95	588	224
October and November 1842 - -	1,389	397	669	195	2,058	592
Two Months ending 5th July 1843 -	1,192	340	608	180	1,800	520

(2.)—A RETURN showing the Number of APPLICATIONS as to Delay of Letters, during the Months of October and November 1839 and 1842; also for the Two Months ended 5th July 1843: the Return for the Months of October and November 1839 and 1842 being taken from the Register of Papers kept in the Post-Office.

	October and November 1839.	October and November 1842.	Two Months, ended 5 July 1843.
Number of applications as to delay of Letters - - - - - - -	175	316	260

(3.)—A RETURN showing the Number of LETTERS delivered in the *United Kingdom*, in a Week, in the Months of November 1839 and 1842, and April and May 1843.

	Week ended 24 November 1839.	Week ended 20 November 1842.	Week ended 23 April 1843.	Week ended 21 May 1843.
Number of Letters delivered in the United Kingdom - - - - -	1,585,973	4,202,546	4,020,246	4,212,658

(4.)—A RETURN showing the Number of PERSONS employed under the Post-Office in the *United Kingdom*, in October 1839, October 1842, and at the present Time.

	NUMBER OF PERSONS EMPLOYED IN			
	England and Wales.	Scotland.	Ireland.	United Kingdom.
October 1839 - - - - - -	7,421	1,248	1,323	9,992
October 1842 - - - - - -	8,347	1,384	1,487	11,218
May 1843 - - - - - -	8,398	1,399	1,505	11,302

Note.—This Return relates only to such situations as the Postmaster-general appoints to, and does not therefore include mail-contractors, nor contractors for horse-posts, nor their servants, nor clerks and letter-carriers employed in country post-offices, appointed and paid by the deputy-postmasters.

A RETURN showing the Number of APPLICATIONS made to the Postmaster-General, or Secretary to the Postmaster-General, or Surveyors, by Postmasters and Others, in the United Kingdom, distinguished in Classes, as far as may be possible, for increased Salary, Wages or Allowances, or increased Assistance, during the Years 1838 and 1842, stating how many out of each Class have been complied with.

ENGLAND AND WALES.

	Postmasters, Sub-Postmasters, and Letter Receivers.	Clerks.	Letter Carriers.	Messengers, Stampers, Porters, &c.	TOTAL.
In the Year 1838:					
Number of Applications -	108	21	49	19	197
Number complied with -	80	18	48	18	164
In the Year 1842:					
Number of Applications	222	19	41	15	297
Number complied with -	80	1	25	10	116

IRELAND.

	Postmasters, Sub-Postmasters, and Letter Receivers.	Clerks.	Letter Carriers, Messengers, Stampers, Porters, &c.	TOTAL.
In the Year 1838:				
Number of Applications -	44	5	11	60
Number complied with -	35	5	10	50
In the Year 1842:				
Number of Applications -	48	5	20	73
Number complied with -	8	1	4	13

SCOTLAND.

	Postmasters, Sub-Postmasters, and Letter Receivers.	Clerks.	Letter Carriers.	Messengers, Stampers, Porters, &c.	TOTAL.
In the Year 1838:					
Number of Applications	35	6	14	9	64
Number complied with -	28	6	12	6	52
In the Year 1842:					
Number of Applications	56	10	16	4	86
Number complied with -	16	6	14	1	37

Note.—This Return comprises all applications brought under the consideration of the Postmaster-general, as far as they can be traced in the books of this department, from parties in the United Kingdom, with the exception of those on the establishments of the London, Edinburgh, and Dublin Offices, during the years 1838 and 1842; but as some of the present surveyors were not in office in 1838, and others have kept no record of memorials of this description, the Return is necessarily incomplete as respects applications made to surveyors.

General Post Office,
23 August 1843.

W. L. Maberly.

— No. 3. —

A RETURN, in Columns, of the NUMBER OF LETTERS which have been forwarded Monthly through *France* to the *East Indies*, or other Countries, by way of *Egypt*, made up from the earliest Period of our Postal Conventions with *France*;* stating the AMOUNT OF POSTAGE received thereon in *England*, and the Amount Paid to the *French* Government: also, similar RETURN OF LETTERS received from the East through *Egypt*: also, similar RETURN OF NEWSPAPERS.

	1839.				1840.				1841.				1842.				1843.			
	Received from India.		Sent to India.		Received from India.		Sent to India.		Received from India.		Sent to India.		Received from India.		Sent to India.		Received from India.		Sent to India.	
	Number of Letters.	Amount paid to France.	Number of Letters.	Amount paid to France.	Number of Letters.	Amount paid to France.	Number of Letters.	Amount paid to France.	Number of Letters.	Amount paid to France.	Number of Letters.	Amount paid to France.	Number of Letters.	Amount paid to France.	Number of Letters.	Amount paid to France.	Number of Letters.	Amount paid to France.	Number of Letters.	Amount paid to France.
LETTERS:		*Frs.*		*Frs.*		*Frs.*		*Frs.*		*Frs.*		*Frs.*		*Frs.*		*Frs.*		*Frs.*		*Frs.*
January	—	—	—	—	12,682	15,912	5,982	9,548	7,383	13,124	3,909	6,116	8,219	13,688	3,357	6,844	6,051	17,188	3,704	8,328
February	—	—	—	—	12,123	19,191	6,940	11,084	9,548	16,248	3,783	7,120	8,888	20,180	3,448	7,656	9,186	16,004	3,789	7,960
March	—	—	—	—	10,240	15,996	6,269	9,092	9,643	16,644	3,797	6,584	8,817	15,908	3,386	6,788	12,186	21,224	3,420	7,056
April	—	—	—	—	12,319	14,652	7,064	9,988	11,273	17,856	3,782	6,441	7,880	15,760	4,032	7,284	9,697	21,484	3,596	7,896
May	—	—	—	—	12,310	15,620	6,713	9,536	8,940	13,220	3,596	6,484	8,266	17,392	4,050	7,632	—	—	—	—
June	—	—	—	—	10,416	17,652	6,780	9,008	8,594	16,008	4,092	6,864	7,647	15,124	3,354	6,104	—	—	—	—
July	—	—	—	—	10,590	14,608	7,393	11,220	6,968	11,352	3,774	7,056	6,542	12,648	4,287	8,288	—	—	—	—
August	—	—	2,833	—	8,703	10,392	7,106	10,792	7,787	14,704	3,777	6,328	8,162	16,288	3,270	5,928	—	—	—	—
September	9,746	16,244	3,595	5,984	8,070	12,608	5,045	7,176	8,975	15,560	3,960	7,108	8,495	9,452	3,862	6,840	—	—	—	—
October	16,285	47,900	3,810	6,104	14,100	21,748	4,337	6,052	10,854	20,280	3,340	5,480	10,882	22,064	3,150	6,184	—	—	—	—
November	3,405	11,356	4,556	6,732	10,568	19,616	4,292	6,124	10,639	22,780	3,944	7,588	15,248	27,492	3,573	6,680	—	—	—	—
December	2 687	6,580	6,033	8,728	† 275	3,608	4,595	7,352	7,423	14,728	3,782	7,020	7,409	13,128	4,310	8,956	—	—	—	—
French Money	32,123	82,080	20,827	27,548	122396	181,603	72,516	106,972	108027	192,684	45,536	80,192	106455	199,124	44,079	85,184	37,120	75,900	14,509	31,240
English Money £.	— —	3,420 — —	— —	1,147 16 8	— —	7,566 15 10	— —	4,457 3 4	— —	8,028 10 —	— —	3,341 6 8	— —	8,295 16 8	— —	3,549 6 8	— —	3,162 10 —	— —	1,301 13 4
NEWSPAPERS:		*Frs. c.*		*Frs. c.*		*Frs. c.*		*Frs. c.*		*Frs. c.*		*Frs. c.*		*Frs. c.*		*Frs. c.*		*Frs. c.*		*Frs. c.*
January	—	—	—	—	2,301	121 45	7,315	389 35	3,932	155 55	8,706	456 80	4,612	246 60	7,059	373 75	5,860	297 20	8,916	473 —
February	—	—	—	—	1,740	107 75	7,288	398 5	4,346	246 40	6,730	348 95	4,546	267 10	9,121	481 85	5,589	285 40	6,669	404 65
March	—	—	—	—	3,170	160 70	7,985	423 60	2,894	158 15	5,462	281 70	4,768	257 75	7,931	415 85	7,842	422 10	8,160	449 85
April	—	—	—	—	3,318	171 —	9,195	485 5	2,350	123 5	6,864	353 55	5,150	269 25	11,535	598 35	6,246	326 55	9,351	513 45
May	—	—	—	—	1,056	54 5	9,131	476 75	4,021	213 85	6,648	345 55	4,660	249 60	8,162	443 10	—	—	—	—
June	—	—	—	—	2,887	148 55	6,845	363 90	3,492	185 90	8,729	459 15	4,645	245 85	7,664	410 20	—	—	—	—
July	—	—	—	—	2,545	133 25	7,613	398 55	6,731	346 90	8,328	433 70	4,299	222 55	7,952	427 50	—	—	—	—
August	—	—	3,550	—	3,792	160 85	7,259	392 40	2,151	116 90	6,535	345 90	5,683	294 45	6,907	370 80	—	—	—	—
September	2,837	143 50	5,223	272 —	2,969	152 70	4,732	255 —	3,552	189 45	7,998	415 15	5,063	276 —	7,368	393 70	—	—	—	—
October	3,999	200 25	5,446	285 —	3,593	186 30	7,077	372 35	5,821	296 80	10,092	512 45	5,928	324 95	9,348	494 15	—	—	—	—
November	1,527	97 70	3,070	169 30	3,542	194 70	9,410	489 5	6,325	325 80	15,299	782 20	11,288	575 —	7,231	384 75	—	—	—	—
December	1,259	63 30	5,088	271 65	† 123	7 40	5,857	308 40	4,096	215 90	8,772	497 90	5,769	293 85	8,983	477 55	—	—	—	—
French Money	9,622	504 75	22,377	997 95	31,036	1,598 70	89,737	4,752 45	49,711	2,574 65	100064	5,233 —	66,409	3,522 35	99,261	5,271 55	25,537	1,331 25	33,096	1,840 95
English Money £.	— —	21 — 7 ½	— —	41 11 7 ½	— —	66 12 3	— —	198 — 4 ½	— —	107 5 6 ½	— —	218 — 10	— —	146 15 3	— —	219 12 11½	— —	55 9 4 ½	— —	76 14 1 ½

* The amount of postage cannot be ascertained.

† On this occasion all the letters but one box-full were sent to England, *viâ* Falmouth.

A RETURN, Month by Month, of the Number of LETTERS not passing through *France*, forwarded by English Steamers through *Egypt*, with the Amount of Postage received on the same, between January 1836 and August 1843.

(OUTWARDS.)

Months.	Number of Letters.	Postage. £. s. d.
1836:		
January	636	141 5 5
February	856	195 9 9
March	899	216 12 –
April	1,208	322 3 1
May	712	162 10 –
June	667	155 – –
July	1,047	278 17 8
August	806	200 12 9
September	785	175 13 9
October	747	173 16 5
November	1,116	298 8 6
December	1,371	338 8 10
1837:		
January	1,010	263 – 11
February	1,258	365 1 8
March	1,369	372 17 9
April	1,695	405 – 3
May	1,700	428 7 10
June	1,467	452 2 9
July	1,210	306 19 3
August	1,339	307 18 10
September	1,551	290 13 5
October	1,416	245 1 2
November	3,225	590 8 3
December	2,361	446 16 7
1838:		
January	2,586	412 18 5
February	3,938	619 4 11
March	2,484	423 1 9
April	3,437	503 2 4
May	3,872	613 2 1
June	4,885	719 15 2
July	5,016	745 15 –
August	5,290	782 12 5
September	4,139	574 18 1
October	8,038	1,173 13 3
November	7,027	986 8 10
December	5,262	750 15 4
1839:		
January	5,876	893 18 1
February	6,555	982 15 1
March	6,505	971 19 10
April	5,473	802 9 5
May	6,235	921 – 1
June	6,770	982 17 4
July	5,813	863 2 2
August	5,973	851 5 3
September	7,745	1,004 12 1
October	2,867	312 10 3
November	3,775	447 8 10
December	3,619	380 11 1
1840:		
January	4,280	260 4 11
February	5,646	302 8 10
March	5,951	298 7 2
April	5,682	266 9 2
May	9,123	407 5 4
June	7,082	307 – 2
July	6,792	304 5 –
August	[14,002	632 9 5
September	]	
October	9,388	429 4 9
November	14,459	649 11 8
December	13,693	605 15 7
1841:		
January	14,406	670 2 8
February	16,485	844 8 9
March	15,058	605 16 3
April	19,040	805 11 8
May	17,428	731 10 3
June	18,711	771 7 10
July	19,414	862 10 4
August	18,493	807 12 5
September	19,775	836 1 1
October	19,858	859 14 4
November	23,197	1,009 4 6
December	23,618	1,049 3 1
1842:		
January	21,605	875 2 11
February	22,460	983 14 3
March	21,566	919 10 11
April	23,747	1,040 5 5
May	22,605	990 11 4
June	24,195	1,048 15 4
July	23,201	1,018 19 8
August	22,360	974 14 10
September	22,721	1,072 13 –
October	26,316	1,094 19 3
November	27,797	1,219 8 6
December	28,947	1,233 3 6
1843:		
January	28,270	1,198 – –
February	27,958	1,185 6 5
March	26,304	1,133 – 11
April	29,772	1,259 4 2
May	24,702	1,056 7 5
June	29,418	1,234 17 –
July	26,432	1,105 7 8
August	24,034	1,087 6 10

A RETURN, Month by Month, of the Number of LETTERS not passing through *France*, forwarded by English Steamers through *Egypt*, with Amount of Postage received on the same, between February 1837 and August 1843.

(HOMEWARDS.)

Months.	Number of Letters.
1837:	
February	4,113
March	3,374
September	559
October	470
December	7,222
1838:	
January (two mails)	7,131
March (ditto)	8,397
May (ditto)	9,894
June	4,967
July	5,077
September	447
November	19,230
December	6,671
1839:	
January	7,510
February (two mails)	18,697
March	5,752
April	11,421
May	8,981
July	17,344
August	2,731
September	4,842
December (two mails)	18,409
1840:	
January	1,859
February	1,296
March	1,682
April	1,772
May	2,564
June	3,563
July	3,773
August	3,398
September	2,377
October	11,163
November	7,823
December	16,783
1841:	
January	Mail sent to London not counted.
February	6,228
March	11,121
April	10,647
May	Mail landed at Southampton.
June	11,139
July	7,211
August	9,566
September	10,938
October	19,319
1841—*continued*.	
November	15,854
December	15,249
1842:	
January	16,854
February	15,886
March	16,054
April	16,189
May	17,359
June	17,382
July	12,603
August	16,116
September	20,239
October	23,473
November	22,346
December	22,206
1843:	
January	20,181
February	22,075
March	22,792
April	19,377
May	22,457
June	25,244
July	15,272
August	23,416

N. B.—The Amount cannot be stated.

— No. 4. —

RETURNS relating to the POST-OFFICE: *viz.*

(1.)—A RETURN of the Number of CHARGEABLE LETTERS which have passed through the LONDON GENERAL POST (Inwards and Outwards) since the First General Reduction of Postage on the 5th day of December 1839, dividing the Time (as far as practicable) into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also, of the Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like Manner.

(2.)—A RETURN of the Number of LETTERS which have passed through the LONDON DISTRICT POST (exclusive of all General Post Letters) for the same Periods, and distinguished in the same Manner as the last Return.

(3.)—A COMPARATIVE STATEMENT of the Number of LETTERS (including Franks, during the Existence of the Franking Privilege,) delivered in the *United Kingdom* in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time.

(4.)—AN ACCOUNT showing the Gross and Net POST OFFICE REVENUE, and the Cost of Management, for the *United Kingdom* for each of the Years ending the 5th Day of January 1839, 1840, 1841, 1842, and 1843; excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the *English* to the *Irish* Post Office, and Advances to the Money Order Office.

(5.)—AN ACCOUNT showing, as nearly as it can be given, the Gross Amount of POSTAGE REVENUE for *England* and *Wales* (exclusive of Returns for Refused Letters, &c.) for the Month ending the 5th Day of January 1840 (during which the Fourpenny Rate was established); and also for the Months ending the 5th Day of January 1842 and the 5th Day of January 1843.

(6.)—AN ACCOUNT of the PAYMENTS by the POST OFFICE made during each of the Years ending the 5th Day of January 1839, 1840, 1841, 1842, and 1843 for the Conveyance of the MAILS by Railway in *Great Britain;* distinguishing in each Instance the Payments for Work done within the Year from Payments for Work done in previous Years.

(7.)—A RETURN of the Number and Amount of MONEY ORDERS issued and paid in *England* and *Wales* (*London* inclusive) during each Quarter, from the Quarter ending the 5th Day of April 1839 to that ending the 5th Day of January 1843, inclusive.

(8.)—A SIMILAR RETURN as regards MONEY ORDERS issued and paid in *London.*

(9.)—A RETURN, for the Month of June 1839, of the Number of General Post Letters Registered gratuitously in *London,* in consequence of their being supposed to contain COIN or JEWELLERY; also a RETURN, for the Month of June 1843, of the Number of such General Post Letters as would have been Registered in *London* had the plan of GRATUITOUS REGISTRATION been continued; also a RETURN for the same Month of June 1843, of the Number of General Post Letters ACTUALLY REGISTERED in *London.*

(1.)—LONDON GENERAL POST.

RETURN of the Number of CHARGEABLE LETTERS which have passed through the LONDON GENERAL POST (Inwards practicable, into periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, of the Year immediately preceding the Reduction, distinguished in like Manner.

1840.					1841.				
Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
4 Jan. -	1,596,434	505,847	- -	2,102,281	2 Jan. -	333,433	1,974,684	2,047,120	4,355,237
1 Feb. -	787,139	2,217,127	- -	3,004,266	30 Jan. -	370,080	2,204,919	2,108,074	4,683,073
29 Feb. -	462,647	2,875,427	- -	3,338,074	27 Feb. -	406,173	2,349,958	2,275,321	5,031,452
28 Mar. -	386,150	2,986,517	- -	3,372,667	27 Mar. -	435,388	2,249,080	2,375,659	5,060,127
25 April -	423,930	2,980,970	- -	3,404,900	24 April	449,338	2,191,941	2,325,650	4,966,929
23 May -	410,399	2,630,895	419,984	3,461,278	23 May -	464,697	2,284,045	2,487,459	5,236,201
20 June -	367,831	2,354,932	942,430	3,665,193	19 June -	485,986	2,340,379	2,516,304	5,342,669
18 July -	337,176	2,288,040	1,188,229	3,813,445	17 July -	484,987	2,461,049	2,565,987	5,512,023
15 Aug. -	351,234	2,181,296	1,439,334	3,971,864	14 Aug. -	466,264	2,448,165	2,562,905	5,477,334
12 Sept. -	291,973	2,229,952	1,535,137	4,057,062	11 Sept. -	479,709	2,450,026	2,644,269	5,574,004
10 Oct. -	308,686	2,201,756	1,671,736	4,182,178	9 Oct. -	468,896	2,449,606	2,722,109	5,640,611
7 Nov. -	267,743	2,119,278	1,910,581	4,297,602	6 Nov. -	411,269	2,266,492	2,762,572	5,440,333
5 Dec. -	296,285	2,096,097	1,992,219	4,384,601	4 Dec. -	405,840	2,290,108	2,802,938	5,498,886

	Unpaid.	Paid.	TOTAL.
1839. Estimated Average for Four Weeks - - -	1,358,651	263,496	1,622,147

Inland Office,
March 1843.

(2.)—LONDON DISTRICT POST.

RETURN of the Number of LETTERS which have passed through the LONDON DISTRICT POST (exclusive of all far as practicable, into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Weeks of the Year immediately preceding the Reduction, distinguished in like Manner.

1840.					1841.				
Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
4 Jan. -	477,273	825,282	- -	1,302,555	2 Jan. -	140,328	810,052	619,166	1,569,546
1 Feb. -	331,589	1,207,985	- -	1,539,574	30 Jan. -	157,242	926,264	752,134	1,835,640
29 Feb. -	312,757	1,312,379	- -	1,625,136	27 Feb. -	207,265	884,822	771,041	1,863,128
28 Mar. -	214,863	1,308,100	- -	1,522,963	27 Mar. -	142,766	833,849	789,543	1,766,158
25 April -	202,390	1,368,100	- -	1,570,490	24 April	138,618	821,807	777,210	1,737,635
23 May -	197,922	1,198,613	285,079	1,681,614	22 May -	144,176	851,413	855,487	1,851,076
20 June -	182,914	1,001,088	518,342	1,702,344	19 June -	140,299	906,252	837,724	1,884,275
18 July -	175,927	920,157	565,145	1,661,229	17 July -	137,209	884,136	877,986	1,899,331
15 Aug. -	159,153	814,873	536,197	1,510,223	14 Aug. -	121,332	790,755	736,542	1,648,629
12 Sept. -	152,441	752,423	458,658	1,363,522	11 Sept. -	117,857	734,082	683,104	1,535,043
10 Oct. -	151,106	790,919	501,069	1,443,094	9 Oct. -	119,507	763,377	719,990	1,602,874
7 Nov. -	150,429	830,235	577,598	1,558,262	6 Nov. -	120,883	755,947	793,686	1,670,516
5 Dec. -	148,362	812,559	596,997	1,557,918	4 Dec. -	119,255	799,786	840,477	1,759,518

	Unpaid.	Paid.	TOTAL.
1839. Estimated Average for Four Weeks - - -	800,573	220,813	1,021,386

Twopenny Post Office,
March 1843.

(1.)—LONDON GENERAL POST.

and Outwards) since the First General Reduction of Postage on the 5th December 1839, dividing the Time, as far as Paid, and Stamped, and Total Number of Letters; also, A RETURN of the Estimated Average Number for Four Weeks

1842.					1843.				
Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
1 Jan. -	411,335	2,188,697	2,607,265	5,207,297	28 Jan. -	312,839	2,431,231	2,972,828	5,716,898
29 Jan. -	351,134	2,166,960	2,760,757	5,278,851	—	—	—	—	—
26 Feb. -	405,213	2,185,945	2,933,870	5,525,028	—	—	—	—	—
26 Mar. -	381,458	2,118,809	2,810,911	5,311,178	—	—	—	—	—
23 April -	447,620	2,153,979	2,867,074	5,468,673	—	—	—	—	—
21 May -	428,056	2,142,229	2,888,187	5,458,472	—	—	—	—	—
18 June -	432,592	2,169,878	2,731,486	5,333,956	—	—	—	—	—
16 July -	329,842	2,315,575	2,691,570	5,336,987	—	—	—	—	—
13 Aug. -	309,876	2,295,754	2,723,598	5,329,228	—	—	—	—	—
10 Sept. -	288,825	2,428,014	2,713,321	5,430,160	—	—	—	—	—
8 Oct. -	294,939	2,431,887	2,753,338	5,480,164	—	—	—	—	—
5 Nov. -	373,149	2,307,114	2,850,304	5,530,567	—	—	—	—	—
3 Dec. -	452,285	2,357,561	2,890,513	5,700,359	—	—	—	—	—
31 Dec. -	263,130	2,385,232	2,790,262	5,438,624	—	—	—	—	—

The Fourpenny Rate came into operation on the 5th December 1839; the Penny Rate, 10th January 1840; Stamps, 6th May 1840.

W. Bokenham,
Superintending President.

(2.)—LONDON DISTRICT POST.

General Post Letters) since the first General Reduction of Postage on the 5th December 1839, dividing the Time, as Unpaid, Paid, and Stamped, and Total Number of Letters; also, A RETURN of the Estimated Average Number for Four

1842.					1843.				
Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
1 Jan. -	110,452	786,545	868,739	1,765,736	28 Jan. -	113,293	837,624	1,020,091	1,971,008
29 Jan. -	118,101	820,835	980,694	1,919,630	—	—	—	—	—
26 Feb. -	178,969	801,863	982,782	1,963,614	—	—	—	—	—
26 Mar. -	109,447	751,598	915,988	1,777,033	—	—	—	—	—
23 April -	107,819	763,339	948,116	1,819,274	—	—	—	—	—
21 May -	109,883	808,507	986,020	1,904,410	—	—	—	—	—
18 June -	112,576	821,524	965,946	1,900,046	—	—	—	—	—
16 July -	112,674	800,887	891,698	1,805,259	—	—	—	—	—
13 Aug. -	114,520	737,131	804,557	1,656,208	—	—	—	—	—
10 Sept. -	98,914	707,417	712,414	1,518,745	—	—	—	—	—
8 Oct. -	107,141	705,715	728,323	1,541,179	—	—	—	—	—
5 Nov. -	99,227	735,347	821,826	1,656,400	—	—	—	—	—
3 Dec. -	100,902	802,030	868,022	1,770,954	—	—	—	—	—
31 Dec. -	105,628	827,791	888,055	1,821,474	—	—	—	—	—

The Penny Rate came into operation, as respects this Post, on 5th December 1839; Stamps, 6th May 1840.

R. Smith,
Superintending President.

(3.)—UNITED KINGDOM.

A Comparative Statement of the Number of Letters (including Franks, during the Existence of the Franking Privilege) delivered in the United Kingdom in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time.

WEEKS ending	ENGLAND AND WALES.				TOTAL IRELAND.	TOTAL SCOTLAND.	TOTAL UNITED KINGDOM.
	Country Offices.	London, Inland, Foreign, and Ship.	London — District Post.	TOTAL ENGLAND, and WALES.			
1839:							
24 November -	764,938	229,292	258,747	1,252,977	179,931	153,065	1,585,973
22 December -	963,616	279,457	340,693	1,583,766	225,889	199,032	2,008,687
1840:							
January -	not ascertained	—	—	—	—	—	—
23 February -	1,658,002	431,298	406,476	2,495,776	349,928	353,933	3,199,637
22 March -	1,607,431	416,887	386,689	2,411,007	321,163	337,326	3,069,496
26 April* -	1,505,609	410,270	390,989	2,306,868	328,074	319,924	2,954,866
24 May - -	1,588,809	449,333	418,926	2,457,068	338,407	342,560	3,138,035
21 June - -	1,629,123	454,376	441,848	2,525,347	343,761	352,098	3,221,206
19 July - -	1,674,410	452,448	400,753	2,527,611	338,495	356,817	3,222,923
23 August -	1,746,257	461,689	343,347	2,551,293	345,831	369,436	3,266,560
20 September -	1,811,213	450,871	340,232	2,602,316	350,318	366,419	3,319,053
25 October -	1,821,711	472,802	387,848	2,682,361	369,297	366,121	3,417,779
22 November -	1,805,325	492,574	387,282	2,685,181	385,672	385,262	3,456,115
20 December -	1,782,579	491,264	405,153	2,678,996	381,306	375,024	3,435,326
1841:							
24 January -	1,929,661	519,625	467,940	2,917,226	386,555	380,242	3,684,023
21 February† -	2,133,197	547,621	504,147	3,184,965	460,380	444,819	4,090,164
21 March -	1,950,501	531,960	447,766	2,930,227	389,877	401,351	3,721,455
25 April - -	1,899,485	511,064	454,601	2,865,150	389,989	389,568	3,644,707
23 May - -	1,908,188	546,170	452,864	2,907,222	391,332	400,581	3,699,135
20 June - -	1,911,452	540,099	506,911	2,958,462	396,374	418,300	3,773,136
25 July - -	2,001,546	522,290	437,471	2,961,307	383,549	401,152	3,746,008
22 August -	1,994,305	531,773	384,506	2,910,584	377,141	410,224	3,697,949
19 September -	1,999,372	532,075	378,244	2,909,691	389,696	396,233	3,695,620
24 October -	2,041,335	551,711	404,271	2,997,317	404,689	407,118	3,809,124
21 November -	2,029,370	564,481	435,602	3,029,453	403,421	413,248	3,846,122
19 December -	2,062,129	554,990	458,459	3,075,578	425,681	437,496	3,938,755
1842:							
23 January -	2,165,323	567,636	481,206	3,214,165	421,273	423,245	4,058,683
20 February† -	2,385,607	581,571	522,634	3,489,812	486,909	471,763	4,448,484
20 March -	2,100,176	560,433	448,195	3,108,804	403,714	451,768	3,964,286
24 April - -	2,061,679	579,332	455,279	3,096,290	428,782	404,441	3,929,513
22 May - -	1,962,940	544,120	485,330	2,992,390	409,848	406,736	3,808,974
19 June - -	2,015,659	549,953	467,371	3,032,983	412,689	412,688	3,858,360
24 July - -	2,093,027	566,462	431,377	3,090,866	414,202	404,464	3,909,532
21 August -	2,083,969	544,113	380,682	3,008,764	405,097	420,019	3,833,880
25 September -	2,159,975	556,099	382,191	3,098,265	420,078	425,700	3,944,043
23 October -	2,166,126	561,487	400,713	3,128,326	429,494	423,948	3,981,768
20 November -	2,242,034	593,646	446,341	3,282,021	474,031	446,494	4,202,546
25 December -	2,205,521	576,367	496,360	3,278,248	446,534	435,407	4,160,189
1843:							
22 January -	2,274,241	583,293	485,376	3,342,910	462,148	445,132	4,250,190
19 February -	2,460,241	583,230	536,060	3,579,531	498,084	464,717	4,542,332

* Easter Week.

† Week of the Valentines.

General Post Office,
March 1843.

W. L. Maberly,
Secretary.

(4.)—AN ACCOUNT showing the Gross and Net Post-office Revenue, and the Cost of Management, for the United Kingdom, for each of the Years ending 5th January 1839, 1840, 1841, 1842, and 1843; excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the English to the Irish Post-office, and Advances to the Money-order Office.

Year ending	Gross Revenue.*	Cost of Management.†	Net Revenue.	Postage charged on the Government Departments.	Net Revenue, exclusive of Charges on the Government Departments.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
5 Jan. 1839 -	2,346,278 - 9½	686,768 3 6¾	1,659,509 17 2¾	45,156 - 11	1,614,353 16 3¾
— 1840‡ -	2,390,763 10 1½	756,999 7 4	1,633,764 2 9½	44,277 13 4	1,589,486 9 5½
— 1841 -	1,342,604 5 2	858,677 - 5¼	483,927 4 8¾	90,761 3 2	393,166 1 6¾
— 1842 -	1,495,540 9 -¾	938,168 19 7½	557,371 9 5¼	113,255 15 10	444,115 13 7¼
— 1843 -	1,578,145 16 7½	977,504 10 3	600,641 6 4½	122,161 8 9	478,479 17 7½

* Namely, the gross receipts, after deducting the returns for "Refused Letters," &c.
† Including all payments out of the revenue, in its progress to the Exchequer, except advances to the Money-order Office.
‡ This year includes one month of the fourpenny rate.

General Post-office,
17 March 1843.

C. T. Court,
Accountant-General.

(5.)—AN ACCOUNT showing, as nearly as it can be given, the Gross Amount of Postage Revenue for *England* and *Wales* (exclusive of Returns for "Refused Letters," &c.) for the Month ending 5th January 1840 (during which the Fourpenny Rate was established); and also for the Months ending 5th January 1842 and 5th January 1843.

Gross Revenue, England and Wales.

	£. s. d.
Month ending 5th January 1840 (Fourpenny rate.) - - - - -	103,623 - -
Month ending 5th January 1842 (Penny rate.) - - - - -	100,383 3 4
Month ending 5th January 1843 - - - - -	102,751 - 7

General Post-office,
March 1843.

C. T. Court,
Accountant-General.

(6.)—AN ACCOUNT of the Payments by the Post-office made during each of the Years ending 5th January 1839, 1840, 1841, 1842, and 1843, for the Conveyance of the Mails by Railway in *Great Britain;* distinguishing, in each Instance, the Payments for Work done within the Year from Payments for Work done in previous Years.

PAYMENTS made in course of the Year ending	For Work done within the Year.	For Work done in previous Years.	TOTAL PAYMENTS.
	£. s. d.	£. s. d.	£. s. d.
5th January 1839 - - - -	12,248 1 10	132 3 9	12,380 5 7
— 1840 - - - -	47,875 6 5	4,354 14 9	52,230 1 2
— 1841 - - - -	50,942 19 2	358 7 6	51,301 6 8
— 1842 - - - -	85,643 15 7	9,174 12 3	94,818 7 10
— 1843 - - - -	75,183 6 8	2,386 18 11	77,570 5 7

Mail Coach Office,
March 1843.

W. Wedderburn.

(7.)—A RETURN of the Number and Amount of Money Orders Issued and Paid in *England* and *Wales* during the under-mentioned Quarters, the Quarter to the 5th January 1843 being partly estimated.

For the Quarters ended	Money-Orders Issued.		Money-Orders Paid.		Total Amount passing through the Office.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.
1839:		£. s. d.		£. s. d.		£. s. d.
5 April	28,838	49,496 5 8	25,785	43,237 14 9	54,623	92,734 – 5
5 July	34,612	59,099 9 5	28,645	50,154 18 6	63,257	109,254 7 11
5 October	38,510	64,056 7 8	31,909	54,768 3 3	70,419	118,824 10 11
1840:						
5 January	40,763	67,411 2 7	37,665	60,425 6 1	78,428	127,836 8 8
5 April	76,145	119,932 12 1	70,875	117,858 – 4	147,020	237,790 12 5
5 July	94,215	151,734 15 8	82,558	135,393 – 2	176,773	287,127 15 10
5 October	122,420	196,507 14 3	110,227	170,084 – 6	232,647	366,591 14 9
1841:						
5 January	189,984	334,652 14 8	165,940	316,628 17 2	355,924	651,281 11 10
5 April	275,870	567,518 12 3	274,201	561,574 14 6	550,071	1,129,093 6 9
5 July	289,884	608,774 11 2	291,884	615,850 7 7	581,768	1,224,624 18 9
5 October	334,071	661,099 9 –	326,193	651,935 18 6	660,264	1,313,035 7 6
1842:						
5 January	390,290	820,576 11 10	376,382	808,699 10 4	766,672	1,629,276 2 2
5 April	419,530	890,575 17 1	415,904	887,927 15 7	835,434	1,778,503 12 8
5 July	422,452	885,803 4 5	408,564	886,160 10 5	831,016	1,771,963 14 10
5 October	432,205	901,549 5 5	423,390	892,491 7 5	855,595	1,794,040 12 10
1843:						
5 January	494,757	1,031,992 7 2	486,437	1,023,200 9 2	981,194	2,055,192 16 4

The Commission on Money-Orders was, on and from 20th of November 1840, reduced as follows:

For any sum not exceeding 2 *l.* - - - - - - from 6 *d.* to 3 *d.*
For any sum above 2 *l.* and not exceeding 5 *l.* - - - - from 1 *s.* 6 *d.* to 6 *d.*

Money-Order Office,
16 March 1843.

Wm. Barth,
President.

(8.)—A RETURN of the Number and Amount of Money Orders Issued and Paid in *London* during the under-mentioned Quarters.

For the Quarters ended	Money-Orders Issued.		Money-Orders Paid.		Total Issued and Paid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.
1839:		£. s. d.		£. s. d.		£. s. d.
5 April	3,891	7,160 19 4	5,532	10,240 14 8	9,423	17,401 14 –
5 July	4,436	8,019 14 11	5,741	10,775 9 9	10,177	18,795 4 8
5 October	4,585	8,718 18 4	6,259	11,603 9 11	10,844	20,322 8 3
1840:						
5 January	4,977	8,472 2 7	6,958	13,210 1 –	11,935	21,682 3 7
5 April	11,309	18,518 6 –	15,272	36,088 9 8	26,581	54,606 15 8
5 July	13,582	25,566 11 –	16,515	31,392 8 5	30,097	56,958 19 5
5 October	19,965	28,981 15 3	24,584	41,219 10 8	44,549	70,201 5 11
1841:						
5 January	16,185	48,122 18 3	38,669	86,679 19 2	54,854	134,802 17 5
5 April	36,460	73,832 11 1	79,315	172,749 15 6	115,775	246,582 6 7
5 July	42,559	96,194 14 2	88,085	196,364 11 6	130,644	292,559 5 8
5 October	47,483	96,850 18 –	89,451	209,646 12 3	136,934	306,497 10 3
1842:						
5 January	57,424	114,221 2 6	104,158	256,173 18 9	161,582	370,395 1 3
5 April	57,968	117,733 1 6	125,386	285,697 11 7	183,354	403,430 13 1
5 July	63,347	128,836 10 1	122,858	282,999 4 3	186,205	411,835 14 4
5 October	65,283	133,028 11 –	125,933	280,721 6 4	191,216	413,749 17 4
1843:						
5 January	73,520	146,000 7 –	143,065	320,797 17 –	216,585	466,798 4 –

The Commission on Money-Orders was, on and from 20th November 1840, reduced as follows:

For any sum not exceeding 2 *l.* - - - - - - from 6 *d.* to 3 *d.*
For any sum above 2 *l.* and not exceeding 5 *l.* - - - - from 1 *s.* 6 *d.* to 6 *d.*

Money-Order Office,
16 March 1843.

Wm. Barth,
President.

General Post-office,
23 March 1843.

W. L. Maberly,
Secretary.

(9.)—A RETURN for the Month of June 1839 of the Number of GENERAL POST LETTERS registered gratuitously in *London*, in consequence of their being supposed to contain Coin or Jewellery;—Also, a RETURN for the Month of June 1843 of the Number of such GENERAL POST LETTERS as would have been registered in *London* had the plan of Gratuitous Registration been continued;—Also, a RETURN for the same Month of June 1843, of the Number of GENERAL POST LETTERS Actually Registered in *London*.

Number of Letters registered gratuitously in London in June 1839 - - - - -	7,666
Number of Letters which would have been registered in London in June 1843, had the plan of gratuitous registration been continued - - - - - - - - - -	30,880*
Number of Letters actually registered in London in June 1843 - - - - - -	8,112

* Letters actually registered are not included in this number.

Inland Office,
August 1843.

W. Bokenham,
Superintending President.

MAIL COACHES.——POST-OFFICE.——POSTAGE (FRANCE).

RETURNS of the Number of Stage Coaches that have been used as MAILS in *England* and *Wales*: of the Number of APPLICATIONS at the General Post-Office, *London*, for LETTERS stated to be Missing, in October and November 1839 and 1842; the Number of LETTERS forwarded Monthly through *France* to the *East Indies*; &c. &c.

(*Viscount Ebrington*——*Sir Charles Douglas*
Dr. Bowring——*Mr. Hutt.*)

Ordered, by The House of Commons, *to be Printed,*
24 *August* 1843.

602.

Under 2 oz.

WEST INDIA AND PENINSULAR MAILS, &c.

RETURN to an Order of the Honourable The House of Commons, dated 19 July 1843;—*for*,

COPIES of all MEMORIALS and STATEMENTS made to the TREASURY, ADMIRALTY, and GENERAL POST OFFICE, respecting the Establishment of a PORT in the ENGLISH CHANNEL, for the Embarkation and Disembarkation of the WEST INDIAN and PENINSULAR MAILS by the Steam Packets under Contract with the Government:—Also,

COPIES of all ESTIMATES, SURVEYS, REPORTS, and CORRESPONDENCE, which have passed between the TREASURY, ADMIRALTY, and GENERAL POST OFFICE, respecting the Establishment of a COLONIAL POST OFFICE at *Dartmouth*, and the Orders then given by the Treasury, and the Suspension of those Orders.

Whitehall, Treasury Chambers, 22 August 1843.

THOS F. FREMANTLE.

(*Sir John Yarde Buller.*)

Ordered, by The House of Commons, *to be Printed*, 24 *August* 1843.

SCHEDULES.

PAPERS respecting DARTMOUTH.

Correspondence with the Admiralty.

No.
*1.—Letter from the Harbour Committee, selecting Dartmouth as the Port of Departure for the Mail Packets, dated 11 August 1840 - - - - - - - - - - p. 1

*2.—Letter from the Harbour Committee, selecting Dartmouth for the Peninsular Mails, dated 14 August 1840 - - - - - - - - - - - - - - p. 1

3.—Letter from Chairman of the Harbour Committee, transmitting one from Sir John Seale, respecting his property at Dartmouth, and a Plan from the Mayor of Dartmouth (with one Enclosure (A.), and a Plan), dated 14 August 1840 - - - - - - - - p. 2

(A.) Copy of Letter from Sir John Seale - - - - - - - - - - p. 2

*4.—Letter from Harbour Committee, repeating their opinion in favour of Dartmouth, dated 19 October 1840 - - - - - - - - - - - - - - p. 2

5.—Letter from Treasury, requesting the opinion of the Admiralty with reference to the recommendations of the Harbour Committee, dated 4 November 1840 - - - - p. 3

6.—Letter from Treasury, dated 10 November 1840, transmitting Memorial from certain Inhabitants of Cornwall, against the removal of the Packet Station to Dartmouth - - p. 3

7.—Letter from Sir John Barrow to R. Gordon, Esq., stating opinion of the Admiralty, that the Ports of Dartmouth, Falmouth and Plymouth are equally eligible, in a nautical point of view, as places of departure for the Mail Steam Packets, dated 12 November 1840 p. 3

8.—Letter from Treasury, selecting Dartmouth as the Port where the West India Mails shall be put on board the Steamers, dated 18 January 1841 - - - - - - - - p. 4

[* *These Papers have been already printed for the House*; see *Nos.* 625 *and* 626 *of* 1840, *and* 67 *of* 1841. *It is not considered necessary to reprint the several Memorials on this subject which were printed with these Papers, nor the Correspondence printed for the House in the present Session, No.* 332, *respecting the removal of the Packets from Falmouth.*]

Correspondence with the Treasury and Post Office.

9.—Letter from the Treasury to the Postmaster-general, transmitting Admiralty letter (No. 7), and requesting opinion as to the eligibility of the Ports named therein, solely with reference to Post-office arrangements, dated 14 November 1840 - - - - - - p. 4

10.—Letter from the Postmaster-general to the Lords of the Treasury, considering Plymouth as the most eligible Port, with reference to Post-office arrangements, dated 27 November 1840 - - - - - - - - - - - - - - - - p. 4

11.—Letter from the Treasury to the Postmaster-general, directing the West India Mails to be put on board the Steamers at Dartmouth, dated 19 January 1841 - - - - - p. 4

12.—Letter from the Postmaster-general to the Lords of the Treasury, suggesting inquiry as to the most eligible site for a Mail Packet Office at Dartmouth, dated 4 February 1841 - p. 5

13.—Letter from the Lords of the Treasury in reply to the preceding, approving of the proposed inquiry, dated 6 February 1841 - - - - - - - - - - - p. 5

14.—Letter from the Postmaster-general (dated 31 March 1841) to the Lords of the Treasury (with Enclosures, and three Plans), pointing out a site, and containing Estimates, for a new Packet Office at Dartmouth - - - - - - - - - - - - - - p. 5

15.—Memorials from Mayor, Inhabitants, &c., of Dartmouth, to the Lords of the Treasury, in favour of that Port as a Packet Station; with Treasury Minute thereon, dated 10 August 1841, p. 8

16.—Letter from the Treasury (dated 18 December 1841) to the Postmaster-general, stating, that until further investigation Falmouth would continue the port of departure, and transmitting Treasury Minute of 10 August 1841 on same subject - - - - - - - p. 10

17.—Memorial from Inhabitants of Brixham, &c., to the Lords of the Treasury, soliciting attention to the Port and Harbour of Torbay as a Packet Station (with a Plan); and Treasury Minute thereon, dated 24 December 1841 - - - - - - - - - - - p. 10

18.—Letter from Sir John Seale to the Lords of the Treasury, repeating offers of accommodation to Government; with Treasury Minute thereon, dated 11 February 1842 - - p. 11

19.—Memorials from the Inhabitants of Dartmouth, and Noblemen, &c., of Devon, in favour of Dartmouth as a Packet Station; with Letter from Newman, Hunt & Co. to Sir George Clerk, on same subject, dated 28 April 1842 - - - - - - - - - p. 11

20.—Letter from Sir J. H. Seale to the Lords of the Treasury, offering, on the part of the town of Dartmouth, any required temporary accommodation for the Post-office - - - p. 13

21.—Letter from the Treasury to the Postmaster-general, transmitting Sir J. Seale's Letter, No. 20 - - - - - - - - - - - - - - - - - - p. 13

22.—Letter from the Postmaster-general to the Lords of the Treasury, assigning reasons for declining the proposals of Sir John Seale, dated 26 July 1842 - - - - - p. 13

23.—Documents submitted to Sir Robert Peel in favour of Dartmouth as a Packet Station p. 14

24.—Letter from Sir John Yarde Buller (dated 10 July 1843) to the Postmaster-general, transmitting Letter from G. H. Cutler, esq., relative to the selection of a Foreign Packet Station, p. 18

PAPERS respecting the Establishment of a PACKET STATION in the ENGLISH CHANNEL.

CORRESPONDENCE transmitted by the ADMIRALTY.

No.
25.—Letter from the Peninsular and Oriental Steam Navigation Company to the Secretary to the Admiralty, urging the superiority of Devonport over Falmouth as a Port for departure of the Contract Packets, dated 28 November 1837 - - - - - - - p. 18

26.—Letter from General Post Office, showing that the hour of departure contemplated in the Reports as to Devonport cannot be realised, dated 8 January 1838 - - - p. 19

27.—Letter from Treasury, suggesting that an inquiry should be made as to the advantages of the several Ports in the British Channel for the departure of West India Mails, and the employment of certain officers on such inquiry, dated 21 April 1840 - - - - p. 20

28.—Letter from Treasury, requesting the appointment of a Committee, dated 5 May 1840 - p. 20

29.—Letter from Treasury, transmitting Memorial of British Merchants at Cadiz, requesting that Portsmouth or Southampton may be the Port of Departure for the Peninsular and Mediterranean Mails (with one Enclosure (A.)), dated 2 June 1840 - - - - - p. 20

30.—Letter from British and Irish Steam Packet Company, suggesting Falmouth or Plymouth as the best Ports for a Foreign Packet Station, dated 1 July 1840 - - - - p. 21

31.—A Letter from Committee of Merchants at Cork, suggesting that Port as most suitable for the despatch of the West India Mails, dated 3 July 1840 - - - - - - p. 21

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COPIES of Estimates, Surveys, Reports, and Correspondence, which have passed between the Treasury, Admiralty, and General Post Office, respecting the Establishment of a Colonial Post Office at *Dartmouth*.

Correspondence with the Admiralty.

No. 1.

Sir, Admiralty, Somerset House, 11 August 1840.

Letter from the Harbour Committee to R. M. O'Ferrall, Esq.

In complying with the directions of my Lords Commissioners of the Admiralty, conveyed in your letter of the 30th May 1840, desiring us to inquire and report, for their Lordships' information, as to the best port of arrival and departure for contract steam vessels of not less than 400 horse power, intended to be employed in the conveyance of Her Majesty's mails between England and Alexandria, once each way every calendar month, and, in obedience to their Lordships' further commands, that we should be guided in this investigation by the general instructions issued to us on the 20th May 1840, relative to the choice of a port in the British Channel for embarking and landing the West India Mails;

We have to request you will be pleased to solicit their Lordships' attention to the reasons assigned in our Report of the 6th instant, for the selection of Dartmouth as the most eligible port in the British Channel for embarking and landing the West India Mails; and, as similar considerations have governed our decision in the preference we again give to that harbour, we beg briefly to report, for their Lordships' information, that we are unanimously of opinion that Dartmouth is the most desirable station for the departure and arrival of the steam packets intended to be employed in the conveyance of Her Majesty's mails to and from Alexandria.

With reference to the Appendix attached to our Report of the 6th instant, we beg to observe, that the Alexandrian mail steam packets will, in their departure from Dartmouth, and arrival in the British Channel towards that port, pursue more southerly tracks than those steered by the West India mail steam packets, and consequently they will pass much nearer to Ushant.

This deviation from the assumed berth off that island will therefore materially affect the sea distances to Falmouth, Plymouth, Dartmouth and Southampton. The difference in the distances shown as favourable to Falmouth and Plymouth, when compared with Dartmouth, will in the first case be reduced to a moiety, and in the other nearly to the same extent, while between Dartmouth and Southampton there will be but a trifling advantage in favour of the latter port.

All the calculations relating to the transmission of the mails inland remain as set forth in the Appendix to which we have now referred.

We have, &c.

(signed) *James A. Gordon*,
Rear-Admiral, Chairman.
Rich^d Drew,
Elder Brother of Trinity House.
Tho^s Lawrence,
Assist. Sec. General Post Office.

R. More O'Ferrall, Esq.
&c. &c. &c.

M. Dixon, Commander, R. N. Secretary.

No. 2.

Sir, Admiralty, Somerset House, 14 August 1840.

Letter from the Harbour Committee to R. M. O'Ferrall, Esq.

The instructions of my Lords Commissioners of the Admiralty, conveyed to us in your letter of the 1st June 1840, directed us to "inquire and report, for their Lordships' information, as to the best port of arrival and departure for contract steam vessels of 300 to 400 horse power, employed in the conveyance of Her Majesty's mails between England, Vigo, Oporto, Lisbon, Cadiz and Gibraltar, with reference to any future contract which may be made for this service at the expiration of the existing one.

We now beg leave to report, for the information of their Lordships, that the merits of the harbour of Dartmouth, as set forth in our Reports of the 6th and 11th instants, have again influenced our decision in this more recent examination, and we are thereby induced to

recommend it as the best port in the English Channel for the departure and arrival of steam vessels employed in the conveyance of Her Majesty's mails between England, Vigo, Oporto, Lisbon, Cadiz and Gibraltar.

We have, &c.

(signed) *James A. Gordon*,
Rear-Admiral, Chairman.
Richard Drew,
Elder Brother of Trinity House.
Thos Lawrence,
Assist. Sec. General Post Office.
M. Dixon, Commander, R. N., Secretary.

R. More O'Ferrall, Esq.
&c. &c. &c.

No. 3.

Sir, Admiralty, Somerset House, 14 August 1840.

Letter from Chairman of Harbour Committee to R. M. O'Ferrall, Esq.

THE committee appointed to examine into the claims of the different ports in the British Channel, having selected the harbour of Dartmouth as the most eligible port for embarking and landing the foreign mails, beg to transmit for the consideration of my Lords Commissioners of the Admiralty, a letter of the 21st ultimo, from Sir John Seale, bart., together with a plan of a dry dock and building ships, received by the committee on the 27th June last, from the Mayor of Dartmouth.

I have, &c.

(signed) *James A. Gordon*,
Rear-Admiral, Chairman.

R. More O'Ferrall, Esq.
&c. &c. &c.

(Enclosure (A.) in No. 3.)

Gentlemen, 42, Cadogan-place, 21 July 1840.

Enclosure (A.) in No. 3.

HAVING been informed that you have been appointed to inspect various harbours in the English Channel, and to report upon their capability as depôts for Post-office packets coming from the West Indies, and that you have made a survey of the harbour of Dartmouth, and being also informed that the natural advantages of that harbour for such service promise a probability that it might be reported serviceable for the views of Government, and having in my own possession there extensive premises for the keeping of stores and the refitment of steam vessels, a large supply of fresh water and other requisites; I take the liberty of submitting, through you, to the Government, for their own use, or for the use of the company with whom the Government has contracted, that should this harbour be reported serviceable to their purpose, every facility shall be given by me for their accommodation, and that any premises possessed by me shall be at the service of the Government, or those with whom they contract, on such terms as they may themselves think fair and liberal; that I should be willing to grant any length of lease to them in any property I have there, or to fit up at my own expense the dry dock (one of the largest, I believe, in this kingdom), and other premises, with fittings, &c., for boarding of steamers at lowest tides, and put them into such a state as might be thought necessary. I beg therefore to

(PLAN.)

enclose a sketch of my docks and quays in that harbour, which, together with any other property I have there, is at the service of Government.

I have, &c.

(signed) *J. H. Seale.*

To the Honourable Commissioners
for surveying Harbours on the South West Coast,
for the reception of Packets.

No. 4.

Sir, Admiralty, Somerset House, 19 October 1840.

Letter from the Harbour Committee to R. M. O'Ferrall, Esq.

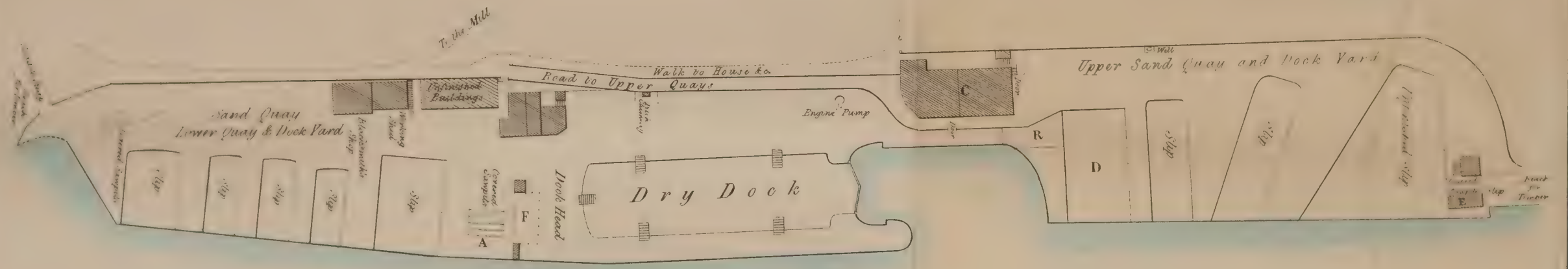
ADVERTING to Sir John Barrow's letter of the 5th instant to Rear-Admiral Sir James A. Gordon, in which is expressed the desire of the Lords Commissioners of the Admiralty that we should take into consideration certain "memorials and other documents which have been addressed to the Lords of Her Majesty's Treasury since the date of the Report of the Harbour Committee, viz. 6th of August last;" and being further desired to communicate to their Lordships any observations we may think fit to make thereon; we have the honour to acquaint you, for their Lordships' information, that we have attentively perused and considered every document thus brought before us; and although, in some of them, objections are urged, and arguments are advanced, in opposition to the judgment we pronounced in favour of Dartmouth, yet we have been unable to discover in any of them just grounds to impugn our decision, or to induce us to swerve from an opinion based on the most rigid scrutiny, and reported upon after mature deliberation.

In our examination of the claims of the competing ports, the faithful acquittal of the duty entrusted to us was the grand object we had in view; and with a due sense of the responsibility attached to us, we endeavoured, throughout the whole of our proceedings, to act up to the spirit of our instructions. We must, however, remark, that in the Appendix of our Report of the 6th of August we calculated the land distance from Falmouth to Exeter

at

PLAN
OF EXTENSIVE QUAYS & DOCK-YARDS
AT DARTMOUTH,
IN THE COUNTY OF DEVON.

For Sale by Private Contract by
Mr. Shuttleworth,
No. 28, Poultry, London.



DIMENSIONS OF DRY DOCK.

	Ft. in
Length aloft	260. 0
„ on the Flat	250. 0 „
Breadth extreme	70. 6 „
„ on the Flat	39. 6 „
Breadth in the Entrance	41. 10 „
Depth of the Dock from the Sill to the level of the Yard	17. 0 „
Depth of water at the Dock Gates on Ordinary Spring Tides	16. 0 „
d°. d°. Extraordinary do	17. 0 „

Declivity of the Flat 9 inches in 100 feet

(Memo:) In the event of this Dock being required for very long Steamers the Corner marked R can be removed without injuring the Slip D.

REFERENCES.

A. Referred to in the Particulars of Sale.

B. A Dwelling House the South Part of which, consisting of four Rooms, to go with the Lower Sand Quay and Yard, the other Part reserved with the Cellars under.

C. A Dwelling House &c. as described in the Particulars: half the lower Cellar reserved, to be partitioned off.

D. A Slip reserved with the Dry Dock.

E. Joiner's Shop over and Stable attached.

F. Reserved.

Day & Haghe Lith.rs to the Queen.

(No. 604) Ordered by the House of Commons to be Printed 24.th August 1843.

James & Luke J. Bonnycastle Printers

at 112 miles, which, indeed, by the mail coach road *viâ* Plymouth is correct; but by another route, equally available, it is but 98 miles, which lesser distance ought to have been given in favour of Falmouth; and this error would have been notified to their Lordships at an earlier period, had we deemed it of sufficient consequence; but the importance we attached to the comparison in the Appendix, as it affected the ports west of Dartmouth, was so trifling, that we did not consider ourselves called upon to make it the subject of a special communication. Nevertheless, as considerable stress has been laid upon it by parties interested in favour of Falmouth, we take this opportunity of acknowledging an unintentional inaccuracy.

In conclusion, as nothing has hitherto transpired to shake the opinion we have already expressed on this important question, but that, on the contrary, our views on some material points have been confirmed and strengthened, we once more beg you will be pleased to convey to the Lords Commissioners of the Admiralty our decided opinion that Dartmouth will be found the most eligible port in the English Channel wherein the West India, Alexandria and Peninsular Mails may be embarked and landed.

We have, &c.

(signed) *James A. Gordon*,
Rear-Admiral, Chairman.
Richard Drew,
Elder Brother of Trinity House.
Tho' Lawrence,
Assist. Sec. General Post Office.
M. Dixon, Commander, R.N., Secretary.

R. More O'Ferrall, Esq.
&c. &c. &c.

No. 5.

Sir, Treasury Chambers, 4 November 1840.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit herewith the original papers* which have been received at this office upon the subject of the port of departure for the mail packets to the West Indies, &c.; and, with reference to the recommendation of the Harbour Committee, as stated in their Reports, I am to request you will move the Lords Commissioners of the Admiralty to favour my Lords with their opinion on this recommendation, so far as regards the nautical part of the question.

Letter from R. Gordon, Esq. to Secretary of Admiralty.

The papers being in original, it is requested they may be returned.

I am, &c.

The Secretary of the Admiralty. (signed) *R. Gordo*

No. 6.

Sir, Treasury Chambers, 10 November 1840.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, to be laid before the Lords Commissioners of the Admiralty, the accompanying memorial* from certain inhabitants of Cornwall, against the removal of the packet station to Dartmouth, and I am to express the wish of my Lords that this memorial may be considered in connexion with the other papers on the subject now before the Lords of the Admiralty.

Letter from R. Gordon, Esq. to Secretary of Admiralty.

I am, &c.

The Secretary to the Admiralty. (signed) *R. Gordon.*

No. 7.

Sir, Admiralty, 12 November 1840.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letters of the 4th and 10th instant, and the several papers* therewith transmitted, relative to the port of departure for the mail steam contract packets: with reference to the recommendation of the Committee appointed to investigate this subject (by whom the port of Dartmouth has been selected for that purpose), and conveying the request of the Lords of the Treasury that my Lords would state their opinion on this recommendation, so far as regards the nautical part of the question, my Lords desire me to acquaint you, for their Lordships' information, that they are of opinion that the ports of Dartmouth, Falmouth and Plymouth are each of them suitable, as regards the nautical part of the question, but that if a pier were to be constructed at Mill Bay, Plymouth, it would be the best place for the arrival and departure of the steam packets.

Letter from Sir J. Barrow, to R. Gordon, Esq.

I am, &c.

R. Gordon, Esq., &c. &c. &c.
Treasury.
(signed) *J. Barrow.*

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* *See* Papers printed in 1841, No. 67.

No. 8.

Letter from R. Gordon, Esq. to the Secretary of the Admiralty.

Sir, Treasury Chambers, 18 January 1841.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords of the Admiralty, that my Lords having had before them the report of the Commissioners appointed to examine and report on the different harbours, and their merits as stations for the embarkation of the West India mails, and also the several papers and memorials on the same subject, together with your further letter of the 12th instant, are of opinion that the selection of the Commissioners should be adopted, and that the port of Dartmouth should be selected as the port where the West India mails shall be put on board the steamers.

I am, &c.

Secretary of the Admiralty. (signed) *R. Gordon.*

Correspondence with the Treasury and Post Office.

No. 9.

Letter from R. Gordon, Esq. to the Postmaster-general.

My Lord, Treasury Chambers, 14 November 1840.

I AM directed by the Lords Commissioners of Her Majesty's Treasury herewith to transmit copy of a communication from the Admiralty, stating their opinion that the ports of Dartmouth, Plymouth and Falmouth, in a nautical point of view, are equally eligible as places of departure for the mail steam contract packets, but that in the event of a pier being constructed there, Plymouth would then be the most eligible; and I am to request your Lordship's opinion as to these three ports, solely with reference to Post-office arrangements.

I am, &c.

The Right honourable the Postmaster-general. (signed) *R. Gordon.*

No. 10.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

Letter from the Postmaster-general to the Lords of the Treasury.

WITH reference to your communication of the 14th instant, calling upon me to state which of the three ports named in your letter would be most eligible as the place of departure for the mail steam contract packets, I beg to inform you that I consider Plymouth the most eligible of these three ports, solely with reference to Post-office arrangements. As all the correspondence of the United Kingdom conveyed by these packets, with the exception of that from Cornwall and a small portion of Devonshire, must centre at Exeter, whichsoever of these three ports may be fixed upon as the point of departure, the simple question to be decided by the Post-office under your Lordship's letter is, by which port can the berth off Ushant, assumed by the Commissioners of Inquiry into this subject as the spot near which a steam packet to and from the West Indies must pass, be reached in the shortest space of time.

From the enclosed return it will appear, that, by way of Falmouth, it can be reached in 18 hours and 9 minutes; by way of Dartmouth, in 17 hours and 8 minutes, and by way of Plymouth, in 16 hours and 30 minutes; leaving a difference of 38 minutes in favour of Plymouth, as the port of departure and arrival; thus establishing it as the most eligible, at present, with reference to mere Post-office arrangements.

I have taken in this calculation the distance by sea, as given by the Commissioners, as well as the rates of speed which they have assumed, both for the steam packets and mail coaches, and the conclusion is much the same as that at which they had previously arrived, as they have stated the difference at half an hour in the Appendix to their printed Report.

I have treated this subject, however, according to your Lordships' directions, as a mere Post-office question; for should there not be enough water at Mill Bay for the large packets intended to be employed, and convenient piers for embarking and landing the mails, the saving in distance may be rendered nugatory, owing to the time which will be consumed in these operations.

I have, &c.

General Post Office, 27 November 1840. (signed) *Lichfield.*

No. 11.

Letter from R. Gordon, Esq. to the Postmaster-general.

My Lord, Treasury Chambers, 19 January 1841.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint your Lordship, that my Lords having had before them the Report of the Commissioners appointed to examine and report on the different harbours, and their merits as stations for the

the embarkation of the West India mails, and also the several papers and memorials on the same subject, are of opinion, that the selection of the Commissioners should be adopted, and that the Port of Dartmouth should be selected as the Port where the West India mails shall be put on board the steamers; and I am to request that your Lordship will report to this Board what steps you propose to take for the purpose of carrying into effect the arrangement in question.

I am, &c.

The Postmaster-general. (signed) *R. Gordon.*

No. 12.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

I BEG to acknowledge the receipt of your Lordships' letter of the 19th ultimo, communicating your decision as to the selection of the port of Dartmouth as the place where the West India mails shall be put on board the steamers, and requesting to know what steps I propose to adopt for the purpose of carrying into effect the arrangement in question. Letter from the Postmaster-general to the Lords of the Treasury.

It appears to me, that the best course will be to direct Mr. Gay, who has for many years conducted the business of the Packet Office at Falmouth, immediately to proceed with Mr. Creswell, the surveyor of the Western District, to Dartmouth, with instructions to ascertain and report, first, whether any premises already erected are to be obtained suitable for the Packet Mail Office, both as regards site, which is most important, and internal accommodation; or, should they not succeed in this, to seek for a space of ground adequate to the purposes required, in the most eligible situation, and ascertain, in conjunction with some good local surveyor, upon what terms such ground may be obtained, and to furnish in either case a full estimate of the total probable expenses, whether of adapting the premises already built, or the charge for erecting the new office, including fittings, fixtures, &c. If your Lordships approve of this course, I will proceed accordingly to obtain the particulars above specified and will submit them for your decision, with any other measures which may occur to me as necessary in transferring the Packet Office from Falmouth to Dartmouth; and I shall be glad to receive your Lordships' early reply on this point for my guidance. It will of course become a question hereafter what arrangements will be necessary in regard to the Brazil mails, should they continue to be forwarded by sailing packets, after the proposed change in the general station, as I conceive your Lordships will transfer the whole establishment to Dartmouth, and not retain a portion at Falmouth, merely for the sake of the Brazilian packets.

I have, &c.

General Post Office, 4 February 1841. (signed) *Lichfield.*

No. 13.

(Immediate.)

My Lord, Treasury Chambers, 6 February 1841.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury your Lordship's letter of the 4th instant, submitting arrangements in consequence of the port of Dartmouth being selected as the place where the West India mails shall be put on board the steamers; and I am commanded to convey to your Lordship their Lordships' approval of the course proposed, and to authorize your Lordship to direct Mr. Gay, who has for many years conducted the business of the Packet Office at Falmouth, to proceed immediately with Mr. Creswell, the surveyor of the Western District, to Dartmouth, with instructions to ascertain and report, first, whether any premises already erected are to be obtained suitable for the Packet Mail Office, both as regards site, which is most important, and internal accommodation; or, should they not succeed in this, to seek for a space of ground adequate to the purposes required, in the most eligible situation; and ascertain, in conjunction with some good local land surveyor, upon what terms such ground may be obtained, and to furnish, in either case, a full estimate of the total probable expenses, whether of adapting the premises already built, or the charge of erecting the new office, including fittings, fixtures, &c. Letter from C. E. Trevelyan, Esq., to the Postmaster-general.

I am, &c.

The Postmaster-general. (signed) *C. E. Trevelyan.*

No. 14.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post Office, 31 March 1841.

IN accordance with the directions contained in Mr. Trevelyan's letter of the 6th ultimo, I instructed Mr. Creswell, the surveyor of the Western District, and Mr. Gay, the packet agent at Falmouth, to proceed to Dartmouth, for the purpose of selecting a proper site for a packet Letter from the Postmaster-general to the Lords of the Treasury.

office at that port, on the removal of the packet station from Falmouth. Enclosed I have the honour to transmit for your Lordships' information copy of their Report, with its enclosures, containing a very clear and distinct account of the various premises and spots of ground offered for their choice, as shown in the accompanying Map. (Map.)

I have carefully gone into this Report, and, after a full consideration of the subject, I am of opinion, that the situation for the new office which they recommend, is decidedly the most advantageous.

Accompanying the Report is a plan of the proposed new packet office, and an estimate of the expense that would be incurred in its erection. Being anxious, however, that your Lordships should be put in possession at once of the whole expense necessary for obtaining a building fully capable of providing for any probable increase in the duties of the packet service, I addressed a letter to them, calling their attention to this point. It appears from the reply of Mr. Creswell, that the space proposed is quite sufficient for the performance of the increased work that may be expected on the establishment of the West India Packets, and for even a great addition to these duties. No. 2. No. 3.

The estimate for the erection of the packet office, including fittings and fixtures of every description, is 1,800 *l.*; and with respect to the site recommended by my officers, I am given to understand that the proprietor of the land, Sir John Seale, is disposed to meet the Government in the most liberal spirit, although I have not communicated with that gentleman, as I did not feel at liberty to do so, until your Lordships have decided on the site of the office.

The accompanying map and plans being in original, I have to request they may be returned to this department, and, as the subject is pressing, I would beg to be favoured with your Lordships' decision as early a possible.

I have, &c.
(signed) *Lichfield.*

(Enclosure 1, in No. 14.)

Sir, Exeter, 1 March 1841.

Enclosure 1, in No. 14. (Plan.)

I beg leave to state, that, in obedience to the commands conveyed in your letter of the 9th instant, I have proceeded to Dartmouth with Mr. Gay, in order to select a proper site for the packet office there. I beg to enclose a Plan of Dartmouth, showing the various sites which have been submitted to our inspection, all of which we visited in company with the Mayor of Dartmouth and numerous influential gentlemen of the town.

The two main considerations in deciding on an eligible site are, a ready access to the steamers for the purpose of landing and embarking mails, and to the mail-coaches for the purpose of receiving and despatching them; and I have accordingly defined on the map the station which it is proposed the steamers shall occupy (which is just above the chain-bridge, and out of the way of the shipping in the river), as well as the present route of the mail-coach, and the inn to which it runs. A reasonable facility of communication between the packet office and the local post office is also a point not to be disregarded, as it is the practice for the agent to send to the local office, before closing a foreign mail, for any letters which may be posted there up to the last moment.

Bearing these considerations in view, I proceed to submit the merits of the several sites or premises offered to our notice. Nos. 1 and 2 are inaccessible by the mail coach, on account of the narrowness of the street in which they are situated, which alone is a fatal objection. The premises themselves are, moreover, not at all adapted for our purposes, and are remote from the proposed anchorage for the steamers.

No. 4 offers an eligible site, but the house does not afford sufficient space, and being surrounded by the dock, any extension of the premises is precluded. This is the house pointed out by Governor Holdsworth in his letter of the 6th November.

No. 6 consists of two houses in an unfinished state; but the situation is removed both from the water and the mail coach, the two main points to be secured.

No. 5 is a vacant space, but is open to the same objections as No. 6.

No. 7 is unobjectionable in point of situation, but the premises in their present state are utterly unsuitable to our purposes; and to purchase property for the sake of obtaining a site, when vacant spaces are to be obtained equally eligible, would be obviously to incur a needless expenditure.

There only remain Nos. 3 and 8, which both offer eligible sites for our purposes; but, after the fullest consideration and discussion, both Mr. Gay and myself concur in giving a decided preference to No. 8. It is right, however, I should forward a communication from Governor Holdsworth, dated 24th instant, urging upon us the claims of the new ground.

The objections we see to the new ground, or rather the considerations which appear to us to turn the scale in favour of its rival, are that the new ground is a public quay, and in the event of the business of the port increasing, as may be expected, will be continually occupied by shipping, and the office would thus be placed in the very throng of business. There is also another contingency which may be expected to occur; if a jetty should be erected at Sand Quay, so that the steamers are able to lie alongside, and land their passengers, there can hardly be a question, I should think, but that an hotel would spring up somewhere in that neighbourhood, which at a future time may become the mail coach inn, in which case the new ground would be deserted, and the mail coach must be sent specially a distance of half-a-mile to receive and deliver its foreign mail.

Sand

A PLAN OF DARTMOUTH WITH ITS HARBOUR

SURVEYED BY

Wm THOMAS.

FEBY 1841.

DARTMOUTH

Mount Boon

Newcomen's Ferry

KINGSWEAR

Hoo Down

Water Head

to Brixham

It is in contemplation to run out a Jetty from some point on this Quay so that the Steamers may lie alongside

Sand Quay

Old Mill Creek

Clifton Bridge Ferry

Proposed Anchorage for Steamers

to Brixham

REFERENCES.

1. House and Premises belonging to Chas Hayne Esqr occupied by Mr Vincent.
2. House and Stores belonging to Mrs Borough.
3. New Ground well calculated for building.
4. Public Rooms belonging to Mr Donovan.
5. Site where the Cattle Market is held.
6. Sir John Seale's two new houses in the New Road.
7. Six John Seale's Houses occupied by Mrs Wills.
B. Extensive Premises at Sand Quay.
A. Present Post Office.
B. Castle Inn.
..... Present Mail Coach Road.

Day & Haghe Lith.rs to the Queen.

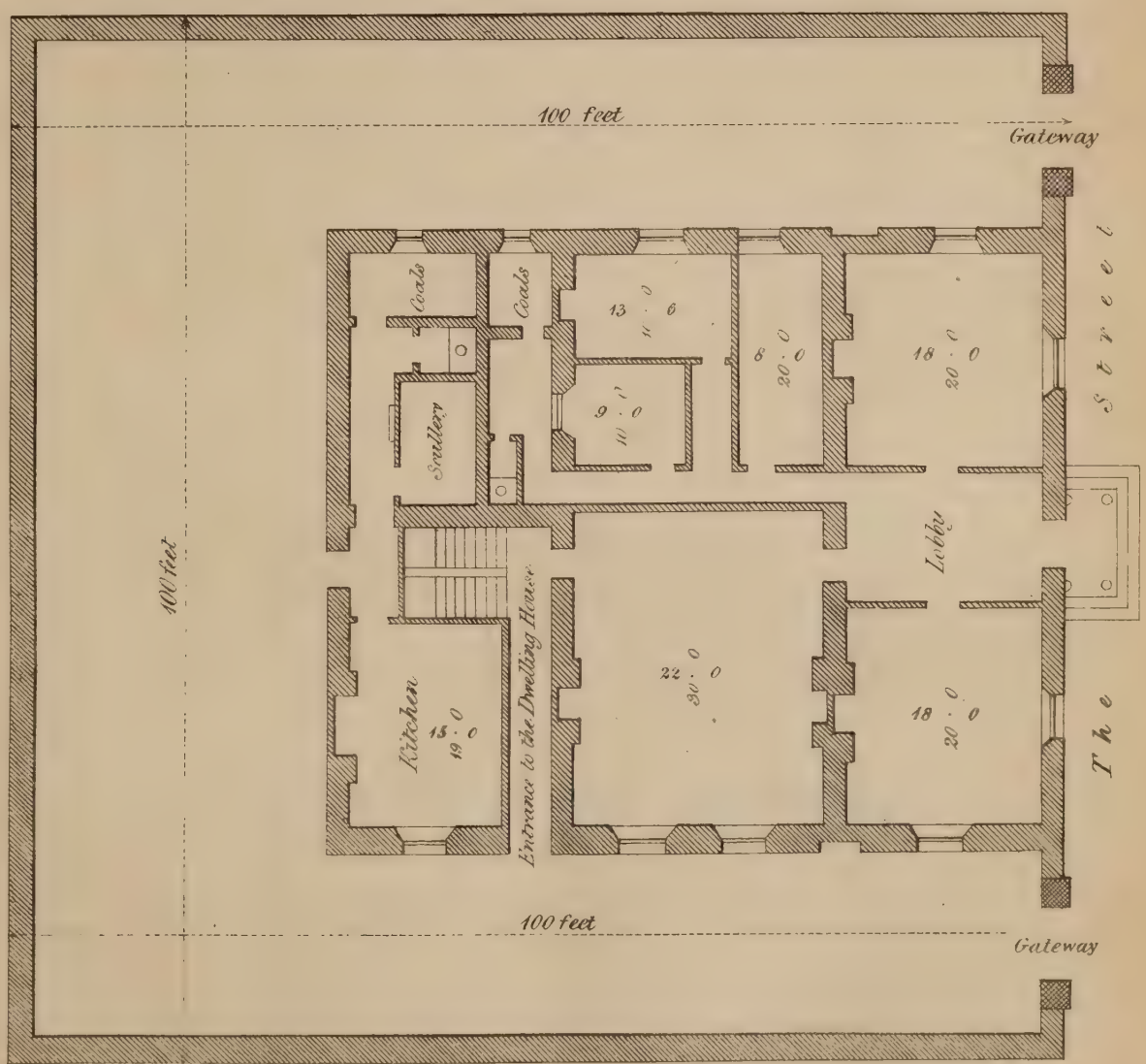
(No. 604) Ordered by The House of Commons to be Printed, 24th August 1843.

James & Luke. Hansard, Printers.

Ground Plan
of the
NEW POST-OFFICE
at
Dartmouth.

Scale 1¼ Inch to 20 feet.

Josh Liddstone



(N° 604) Ordered by the House of Commons to be Printed, 24th August, 1843.

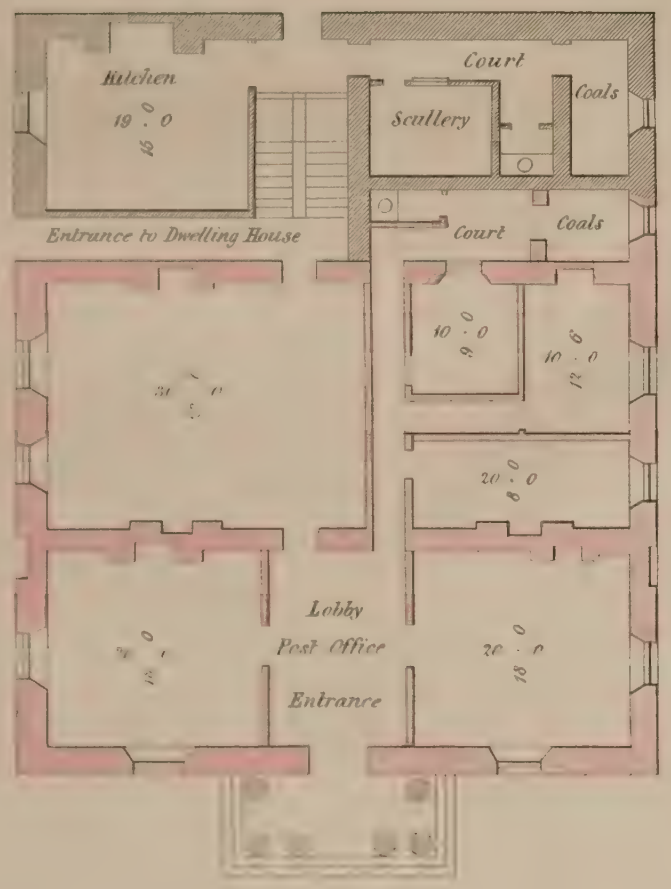
Day & Haghe, Lith^rs to the Queen

James & Luke James Hansard, Printers

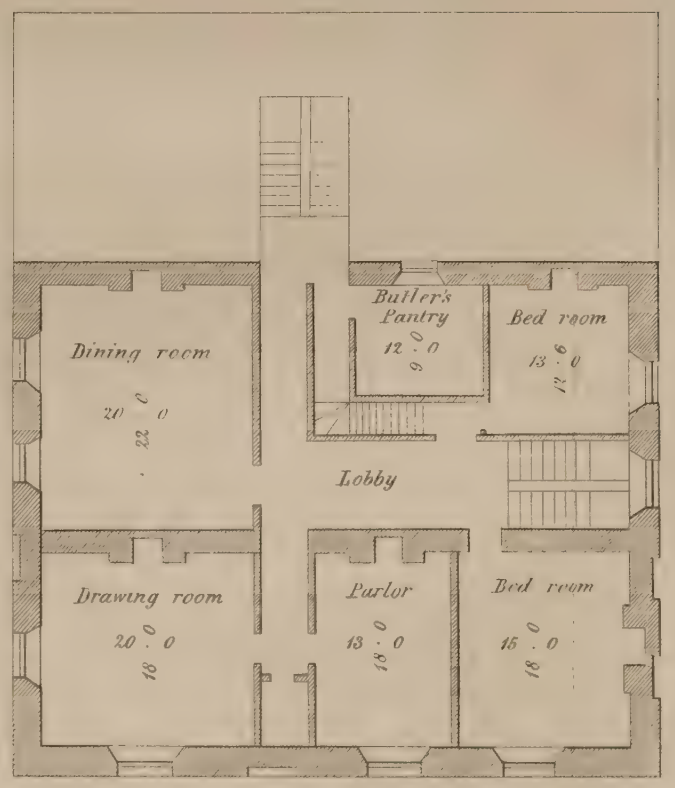
Plan and Elevation
FOR THE
POST OFFICE,
AT
DARTMOUTH.

Side Elevation.

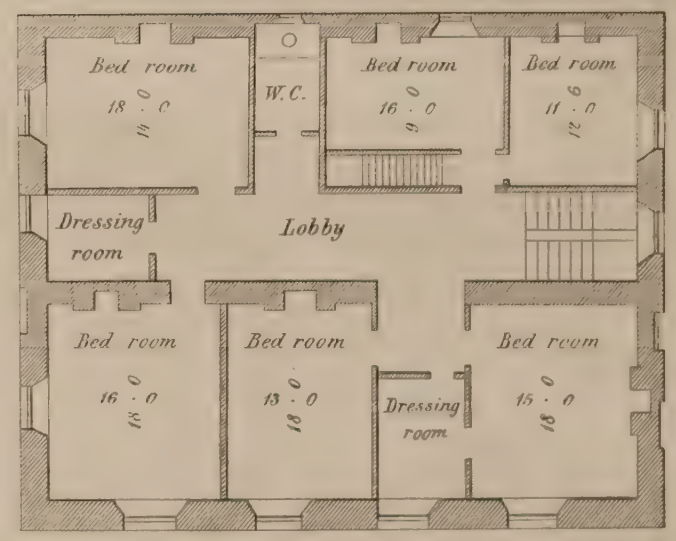
Front Elevation.



Ground Plan.



First Floor



Second Floor

Drawn to Scale 1¼ inches to 20 feet.

Joseph Lidstone,
Arch.t

J. Arrowsmith, Lith.

604 Ordered by the House of Commons to be Printed, 24th August 1843.

James & Luke J. Hansard, Printers.

Sand Quay appears to me to fulfil the two main considerations, without being liable to any objection, if we except the distance from the local post office, which, however, is not so great, about half-a-mile, as to form any material objection. This site is close to the proposed anchorage of the steamers; is, and always must be, on the route of the mail coach; and under these circumstances, we feel we have no alternative but to recommend this spot to the favourable consideration of the Postmaster-general, although it will be collected from Governor Holdsworth's letters, the new ground would be more popular with the inhabitants of Dartmouth.

I enclose a Plan and an estimate for a packet office, combining a residence for the agent, and would submit that, whichever site may be selected, a square space of 100 feet may be secured. The new ground is the property of the corporation, Sand Quay of Sir John Seale, and I believe I may consider myself authorized to state, that the department will be met in the most liberal spirit with whichever party it may be decided to open negotiations. I have ventured to engage the professional services of Mr. Hockin, an eminent solicitor at Dartmouth, for any legal assistance that may be required in carrying out the views of the department.

I am, &c.
(signed) *G. H. Creswell.*

I have carefully read the foregoing Report, which fully expresses my views on the subject.
(signed) *W. Gay.*

(Enclosure 2, in No. 14.)

Sir, General Post Office, 3 March 1841.

I BEG to acknowledge the receipt of your Report of the 1st instant, and in returning the enclosed plan for the proposed packet office at Dartmouth, together with the estimate which you have submitted to me, I request you will state whether you and Mr. Gay have thoroughly satisfied yourselves that the space in the new building assigned to official purposes is sufficient, recollecting that provision must be made for the probability of a very large increase to the mails hereafter to be despatched; an increase not only to be expected under the progress of general correspondence, but with reference to the approaching measures of steam communication with the West Indies, the opening of new channels by the Isthmus of Panama, the projected establishment of steam packets to the Brazils, and the probable increase of the Indian mail; and if a full and liberal allowance is not made for these contingencies, I am inclined to fear the space now proposed will be hereafter found inadequate, and that it will be much better to be prepared against any future difficulty of this nature, than to be reduced to the necessity of abridging that part of the building allotted to the agent's private residence. You must also, in conjunction with Mr. Gay, furnish such information to th party who has given the estimate as to the official fittings and furniture that will be required, and which are not included in the estimate, as will enable him to state the probable cost; so that the estimate sent into the Treasury shall (so far at least as the building and all its fittings are concerned) show the total expense. Enclosure 2, in No. 14.

I think it right also to remind you, that while the estimate, when thus furnished, will be sufficient for the information of the Treasury, should their Lordships decide on the erection of a packet office, they will no doubt require that tenders from two or three of the most respectable builders in the neighbourhood should be obtained.

I beg to add that the enclosed estimate does not appear to include papering.

I am, &c.
(signed) *W. L. Maberly*, Secretary.

(Enclosure 3, in No. 14.)

Sir, Truro, 21 March 1841.

I BEG leave to return the enclosed papers, and to state, that I have fully conferred with Mr. Gay on the subject of the proposed official accommodation being sufficient to meet the increased business which may be expected to arise when the communication by steam-boats shall have come into full operation. Mr. Gay's opinion is, that it is sufficient to meet any increase which may be anticipated; and having the fullest confidence in his judgment, backed as it is by so long experience, I think I may venture to submit the enclosed Plan as fully adequate to the purpose. Enclosure 3, in No. 14. (PLAN.)

It is to be observed, that the space occupied by the proposed building is only 60 feet by 50, and in proposing that 100 feet square should be secured, ample means of enlargement are provided, should any contingency hereafter render it necessary.

It will also insure a detached building, which is an important object. I have procured a ground plan, showing the unoccupied space surrounding the building, as well as a fresh specification and estimate, including papering, and an outward wall, inclosing the proposed premises; and indeed I expressly requested the estimate might include every thing necessary for putting the building in a complete state for occupation. (PLAN.

I have procured from Mr. Gay an estimate of the official fittings which will be required at the new office, as, by showing the present fittings of the packet office at Falmouth, he was enabled to convey a more accurate idea of what would be required, than could be conveyed by any written or verbal description to the party at Dartmouth.

The two estimates, it will be seen, amount to exactly 1,800*l.*

I am, &c.

(signed) *G. H. Creswell.*

Specifications for building a Post-office, with a Dwelling-house over, at Dartmouth.

Specifications for building a Post-office at Dartmouth.

Masons' Work.—The foundation for the walls to be excavated to the length and breadth shown in the plan, to a proper depth, to ensure a good foundation, at least 18 inches under ground; the walls to be built two feet thick, with good stone, well bedded in mortar composed of lime and sand, or lime ashes well mixed and tempered; the walls to be built according to the plan three stories high; the first story to be 11 feet six inches high; the second ten feet, and the third nine feet high, all to be in the clear of the floors and ceilings; the ground-floor to be three feet high; to be a ring wall built, as shown in the plan, three feet above the ground-floor, inclosing 100 feet square of ground, with two entrance gateways seven feet wide; the wall to form a neat pillar each side of the gateways, as per plan; the chimney shills to be built of brick; the windows and door-ways to be left as shown in the plan; to be brick reveals and arches to all the windows.

Carpenters' Work.—To be a good roof over the house, as per plan; the ground-floor to be of inch red Memel deal, clear of sap, laid on good oak ground joist; the up-stairs floors to be of good white deal, inch thick, laid on ranging joist of good American yellow deal, and to be properly ploughed and matched; the sashes and frames to be of the size and pattern that shall be; as also the doors and architraves and other fittings on the inside of the house; to be inside lintels over all openings; to be solid wood shoots all round the house, the water to be conveyed by trunk shoots where directed; to be three water-closets, as per plan, with birch seats and tops, &c.; to be a porch, as shown in the plan, and two neat entrance-gates each side of the house, as per plan.

Slaters' Work.—The roof to be covered with good blue slate, well dressed, and laid on heart laths, and plastered against the pin.

Plasterers' Work.—The whole of the inside of the house to be plastered three coats; the outside of the house to be cemented with Roman cement, excepting the back, which is to be slapdashed.

Painters', Glaziers' and Plumbers' Work.—The whole of the joiners' work and shoots to have three coats of good paint, of any plain colour that shall be directed; the glass to be of good quality, well bedded in good putty made with linseed oil, &c.; the lead gutter to be of six pounds to the foot.

Fittings, &c.—To be two marble chimney-pieces in the sitting-rooms; all the rest to be of wood; register stoves in sitting-rooms; all the others to be common; bells to be hung where required; locks and other fastenings where required; the parlours and bed-rooms to be papered. Estimated cost, 1,740*l.*

Dartmouth, 19 March 1841. (signed) *Josh. Lidstone.*

An Estimate of the probable Expense for fitting up a new Packet Office, as follows:

Two large tables, with hard wood tops, in the Paper-office, with deal boxes under; one case for papers; one large letter-case in the Long-room, with doors and table under, with hard wood top; five tables with hard wood tops, two drawers in each; one desk with drawer; table in the Home-office with hinge tops, and two shifting letter-cases; will cost about 60*l.*

£.60. (signed) *Alex. Moir.*

Falmouth, 8 March 1841.

No. 15.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The humble Memorial of the Mayor, Aldermen, Burgesses and Inhabitants of the Borough of Clifton Dartmouth Hardness, in the County of Devon,

Showeth,

Memorials from the Mayor, Inhabitants, &c. of Dartmouth to the Lords of the Treasury.

That your Lordships' memorialists have read and considered with satisfaction the Report of the highly talented and independent Commissioners appointed by the Lords of the Admiralty for surveying the Harbours in the English Channel, with a view of enabling your Lordships to consult the interest of the United Kingdom in selecting the harbour which the Commissioners might recommend as the best station for shipping and disembarking the foreign mails.

The Commissioners, in the exercise of their unfettered judgment, have recommended the

the harbour of Dartmouth, as possessing all the advantages which can be required for constituting it such a station, and your Lordships have signified your full concurrence in their Report.

Your Lordships' memorialists have been informed, that there are attempts about to be made for calling in question the accuracy of that Report; but, with great deference, they beg to assure your Lordships, that they are prepared to substantiate its faithfulness and correctness by the most irrefragable evidence, and therefore they humbly rely on Her Majesty's Government with unlimited confidence for maintaining that Report which your Lordships have ratified; and that they will successfully oppose and defeat any endeavours or machinations which may be employed to render it nugatory and of no avail with reference to Dartmouth Harbour.

Inasmuch, therefore, as the Commissioners directed their attention to the public interest in recommending Dartmouth Harbour to your Lordships, and your Lordships have (not without grave deliberation) concurred in their reasons, and confirmed them, your Lordships' memorialists most respectfully solicit your Lordships to adopt and maintain such measures as may be necessary for giving full effect to the Report in favour of Dartmouth Harbour, and for accelerating at it the shipping and landing of the foreign mails.

And your Lordships' memorialists, as in duty bound, will ever pray, &c.

Given under our hands, at the Guildhall of the said borough, this 8th day of March 1841.

(Signed by 157 Persons.)

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The humble MEMORIAL of the Inhabitants of the Borough of Dartmouth,

Showeth,

THAT your memorialists having been informed of the nature of the evidence adduced before the Committee of the House of Commons appointed in the last Session of Parliament to consider the Report of the Surveying Commissioners, who had unanimously recommended Dartmouth as the port wherein the West India mails are to be embarked and landed, presume again to address your Lordships thereon.

Your memorialists have the satisfaction of knowing, that such evidence not only fully bears out the justice of such recommendation, but greatly strengthens it, by showing the comparative superiority of that port for the required service over all others in the British Channel.

Your memorialists also respectfully presume to call your Lordships' attention to the disadvantages which are now daily arising to the public service, and which would be increased by continuing the Colonial Post Office at Falmouth after the large class steamers intended for the conveyance of the mails shall be employed under the contracts between the West India and other companies and the Goveinment, and which your memorialists understand will be the case in September or October next, inasmuch as such large steamers cannot, for want of water, enter the harbour of Falmouth so as to approach the town and post-office within a very considerable distance.

And your memorialists also take leave to point out the delay and risk which exists in conveying the mails so far to and from the steamers, and in getting them prepared for sea, as will be seen by a perusal of the evidence taken before the Committee of the House of Commons, in addition to which it may be stated that the Peninsular steamer "The Great Liverpool" could not even in the month of May last land her mails under four hours and a half, whilst at Dartmouth they could be landed in any part of the season within as many minutes.

Your memorialists are aware that your Lordships did, after mature consideration, fully adopt the Report recommending Dartmouth as the best port, and that, by orders from your Lordships, officers from the General Post Office were sent to survey and estimate the expense of establishing a sufficient post-office within the Port of Dartmouth. Your memorialists presume that the Report of such survey is now before your Lordships, but that the bustle and occupation of a general election has been the cause of its not being acted upon, which your memorialists presume to think is the case, from not having seen any preparations making within the port.

Your memorialists therefore most respectfully beg to call your Lordships' attention to the above circumstances, hoping that such arrangements as may have been recommended by your officers may forthwith be proceeded in, so as to be ready when the contracting companies shall be prepared to start their large vessels, so that the public service may not suffer delay.

And your memorialists beg further to offer, without expense to the Government, any temporary accommodation in rooms or houses for the service of the Post Office Establishment until their permanent buildings can be ready, which may be thought fit for the purpose, and which it may be in the power of the town to obtain.

Signed on behalf of the Inhabitants of Dartmouth,

Dated at Dartmouth, this 26th July 1841. *Noah Clift*, Mayor.

Copy of Treasury Minute, dated 10 August 1841, on the preceding Memorial.

Write to the Mayor of Dartmouth, that The House of Commons having been pleased to appoint a Committee for the purpose of considering the port of departure for the West India Mails, and such Committee having in their Report recommended that no alteration in the port of departure from Falmouth should take place until further investigation shall have been made, My Lords are of opinion that it will be proper to suspend taking further steps for the present.

No. 16.

Letter from C. A. Trevelyan, Esq., to the Postmaster-general.

My Lord, Treasury Chambers, 18 December 1841.

In reply to Lord Lichfield's Report of 31st March last, and to your Lordship's letter of the 16th instant, on the subject of the West India and American mails, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, that My Lords have requested the Board of Admiralty to instruct the contractors for the conveyance of the West India mails to receive and land such mails at Falmouth until further orders; and I am at the same time directed to transmit to your Lordship copy of this Board's Minute of the 10th August last on the subject.

I am, &c.

The Right hon. the Postmaster-general. (signed) *C. A. Trevelyan.*

No. 17.

The Memorial of the Inhabitants of Brixham, the Port and Harbour of Torbay,

Respectfully showeth,

Memorial from Inhabitants of Brixham, &c. to the Lords of the Treasury.

(Chart.)

That your memorialists have seen with great satisfaction the evidence of the Committee appointed by the Admiralty to survey the Channel Ports, in support of their recommendation of Dartmouth as a steam-packet station.

That they are for the most part engaged in nautical affairs, as merchants, ship-owners and fishermen, possessing upwards of 18,000 tons of shipping, navigated by more than 1,200 seamen.

That their great experience in these pursuits enables them to form a correct estimate of the value and importance of the adjoining port of Dartmouth, which has been so judiciously selected by the Committée as a steam-packet station.

That, notwithstanding these advantages, they regret to learn that attempts have been made, by Parliamentary proceedings, to supersede the recommendation of the said Committee; and, in reference to the objection that has been raised by interested parties to the difficulty of entering the Harbour of Dartmouth in foul weather, they are induced to submit to your Lordships the important circumstance, hitherto overlooked, that the well-known roadstead of Torbay is within half-an-hour's run of the entrance of the said harbour; and, in the event of the mail packets arriving in Torbay under such circumstances, the letters may be conveyed in half an hour to the foreign post-office at Dartmouth, and despatches or passengers may be forwarded in 12 hours.

That they feel it to be unnecessary to trouble your Lordships with a statement of the advantages Torbay possesses as a naval station, having a Government establishment for the supply of water, being protected by the batteries on Berry Head, and affording unrivalled anchorage for vessels of every class.

That in order to add to the accommodation for shipping which Torbay already affords, an Act of Parliament has been obtained for building at Brixham an additional pier of considerable extent, within which steamers of the largest size may lie and land their passengers; and your memorialists therefore trust, that on these and other grounds your Lordships will be pleased to direct attention to the advantageous position of this bay and port, if any addition should be required to the important and conclusive evidence already furnished in favour of Dartmouth as a steam-packet station.

(Received 20 December 1841.) (Signed by 259 Persons.)

Copy of Treasury Minute, dated 24 December 1841, on the foregoing Memorial.

Write to parties, that The House of Commons having been pleased to appoint a Committee for the purpose of considering the port of departure for the West India Mails, and such Committee having recommended that no alteration in the port of departure from Falmouth should take place until further investigation shall have been made, My Lords are of opinion that it will be proper to suspend taking further steps for the present.

No. 18.

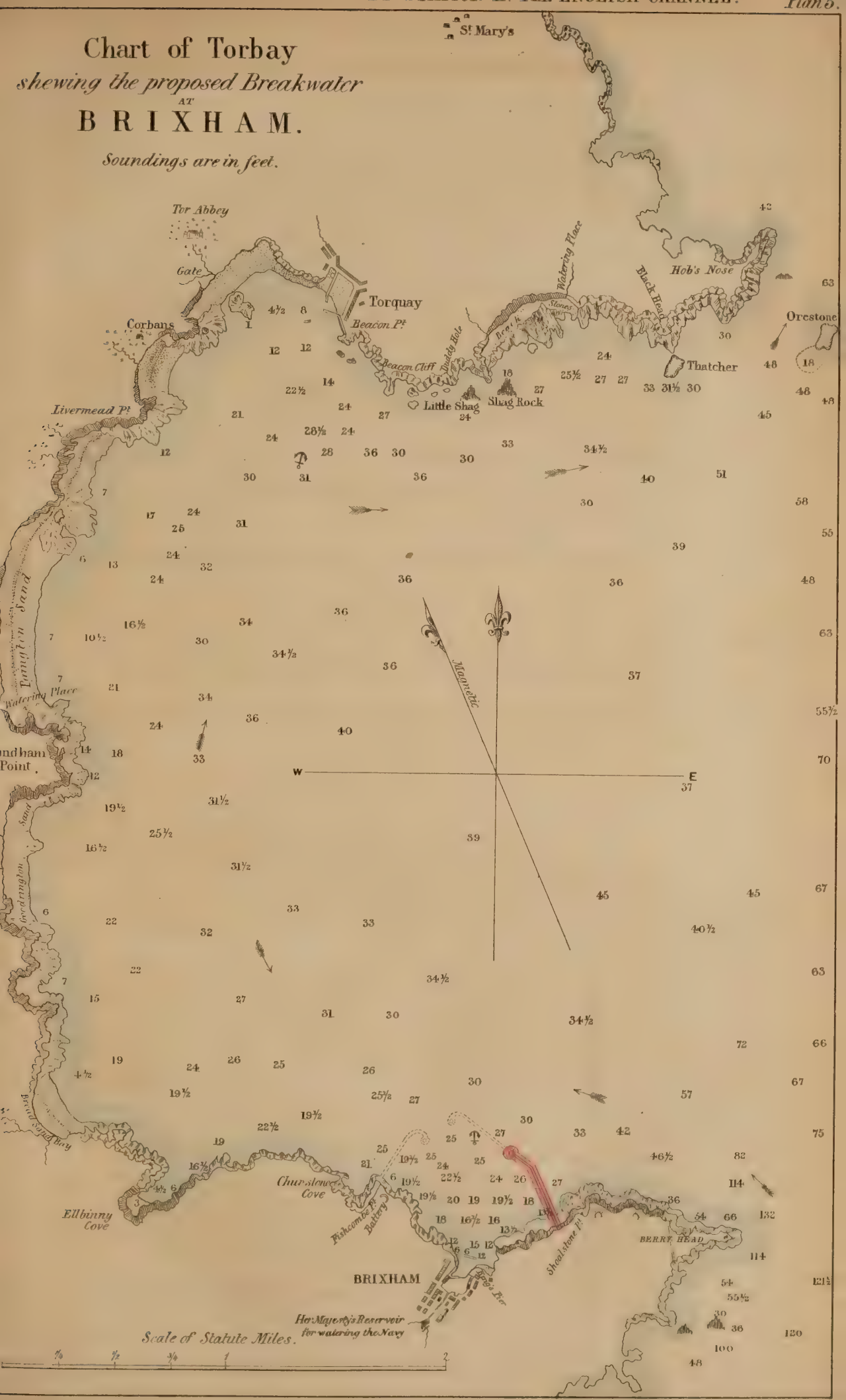
Chart of Torbay

shewing the proposed Breakwater

AT

BRIXHAM.

Soundings are in feet.



Arrowsmith, Lith.

James & Luke J. Hansard, Printers

604. Ordered by the House of Commons to be Printed, 24th August 1843.

No. 18.

My Lords, Mount Boom, 29 January 1842.

Letter from Sir J. H. Seale to the Lords of the Treasury.

In the last year there was an inquiry made by a Committee of Commissioners, composed of Admiral Sir James Gordon, R.N., Captain Drew, Elder Brother of the Trinity House, and Mr Lawrence, Secretary to the General Post Office, as to the most fit harbour in the English Channel for the embarkation and disembarkation of the Royal Mails to the West Indies; and these Commissioners, after personal inspection of the whole coast, made a Report in recommendation of Dartmouth.

In that Report they also pointed out situations within that harbour which were likely to afford particular convenience and accommodation to the service; on being informed of which, and that some parts were on my property, I addressed to them, as well as to the Government, an offer of the use of any premises of mine which might be serviceable, on any conditions which they might themselves think reasonable and fair.

The arrangements then in contemplation were, however, temporarily stopped by a movement, from interested parties, in the House of Commons; but, as I am now told, the inconvenience arising to the large packets recently built for the conveyance of these mails is so great at Falmouth, and the impracticability of removing them to Southampton so evident, that the probability is that the Port of Dartmouth must eventually be resorted to.

The object, therefore, which I have in now taking the liberty to address this letter to your Lordships, is merely to say, that the change of administration in the Government would cause no change with me; and that I should be equally willing to grant any accommodation in my power to the Queen's service that might be thought desirable, and to make a similar offer to the present Government as I had done to the former.

I have, &c.

To the Right honourable Sir Robert Peel, &c. &c. &c., and to the Lords of Her Majesty's Treasury.

(signed) *J. H. Seale.*

Copy of Treasury Minute, dated 11 February 1842, on the foregoing Letter.

Acquaint Sir John Seale, that as this question is still under the consideration of the Government, My Lords cannot come to any decision with reference to the selection of the Port of Dartmouth as the station for the West India mail steam-packets.

My Lords at the same time have to express their acknowledgments to Sir John Seale for his willingness to grant any accommodation in his power to the Queen's service in this respect.

No. 19.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The respectful Memorial of the Inhabitants of Dartmouth,

Showeth,

Memorials from the Inhabitants of Dartmouth, and Noblemen, &c. of Devon.

That your memorialists have been informed, that a petition has been presented to the House of Commons from Preston in Lancashire, praying that the Select Committee on the Packet Station may be renewed; but your memorialists confidently trust that this attempt to add to the delay which has already taken place in the settlement of the question may not succeed.

That your memorialists respectfully call to your Lordships' consideration, that, in order to ascertain the merits of the different ports in the British Channel, an Admiralty Committee was, nearly two years since, employed to survey the coast; and the result of that survey was the recommendation of Dartmouth as the most eligible port; since which, however, various expedients have been adopted to induce the Government to disregard the opinion of its own officers, and, in fact, to set aside their Report.

Your memorialists would especially recall to your consideration the particular points in that Report which led to the preference of Dartmouth, and would beg your further attention to the evidence of the Admiralty Committee and other competent persons before the Committee of the House of Commons, as to the peculiar fitness of Dartmouth for steam-packets, and its easy communication with railroads to all parts of the kingdom.

Your memorialists, believing that it is the duty of the Executive Government to carry into effect the object referred to, and that no expense will be incurred in the appointment of Dartmouth, except the arrangement of the Post Office, pray that your Lordships will not permit any additional procrastination to take place by which the convenience and commercial property of the country at large will be seriously affected, and that your Lordships will adopt the recommendation of your able and experienced surveyors in favour of the said port.

(Signed by 239 Persons.)

Dated Dartmouth, 22 March 1842.

Memorials to the same effect as the preceding, from—

The Mayor, Magistrates and Inhabitants of Totnes,	signed by	240	Persons.
The Mayor, Aldermen and Inhabitants of Exeter	ditto	144	ditto.
The Magistrates and Inhabitants of Newton Abbot	ditto	157	ditto.
Ditto Paington, Torbay,	ditto	110	ditto.
Ditto Teignmouth	ditto	111	ditto.
Ditto Torquay	ditto	48	ditto.
Ditto Brixham	ditto	48	ditto.
Ditto Kingsbridge	ditto	53	ditto.

(All these Memorials were received 25 April 1842.)

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The respectful MEMORIAL of the undersigned Noblemen, Gentry, Clergy, Yeomanry and Inhabitants of the Southern Part of the County of Devon,

Showeth,

THAT your memorialists have seen, with satisfaction, that a committee of three most competent and unexceptionable persons of high character and ability from the Admiralty, Trinity Board and Post Office, have, on a survey of the whole English Channel, recommended the Port of Dartmouth as the most fit and convenient to the whole kingdom, as well with reference to its approach by land carriage as by sea, for the embarkation and disembarkation of the West India mails, and that the carrying of that recommendation into effect has only been suspended by an inquiry instituted before a Committee of the House of Commons in the late Parliament, which inquiry has elicited evidence, not only fully bearing out, but indeed strengthening, the recommendation of such Committee, and the decision of Government confirming its Report in favour of Dartmouth.

Your memorialists have also been informed, that the Member for Falmouth, on whose Motion, in the last Parliament, a Committee of inquiry was granted, has declined to follow it up by a Committee of the present House of Commons; and your memorialists, therefore, believing that the interest of the public, and particularly of the commercial part, will be greatly benefited by the recommendation of the three scientific Commissioners, who made the survey before alluded to, being, without further procrastination, adopted, Pray most earnestly that your Lordships will immediately give orders for the completion of the arrangements proposed by your able and experienced Surveyors, in selecting the Port of Dartmouth, and forthwith establish a colonial post-office therein.

(Signed by 386 Persons.)

Received 25 April 1842.

Sir, 12, New Broad-street, 28 April 1842.

ON Saturday last we had the honour of waiting on you with the deputation to present Memorials from various places in Somersetshire and Devonshire, praying, that the Lords of the Treasury would take into their immediate consideration the Packet Station question, and to adopt the opinion of the Committee appointed by the Board of Admiralty two years ago, which, after a careful survey, recommended Dartmouth as the port best suited for this service.

We now beg leave to submit to you the great importance of this question, in the earnest hope that no unnecessary delay will occur in affording a remedy for an existing evil.

The mail now leaves London on Saturday night, and is conveyed to Falmouth, which port the steam-boat sails from on Monday morning at 10 A. M.; in consequence, it does not reach Lisbon till the Friday, and Gibraltar on the Monday following. The return correspondence leaves Gibraltar on Thursday and Lisbon on Monday morning, and arrives at Falmouth either late on Friday or on Saturday, so that the letters cannot be delivered in London until Monday morning; and there is no opportunity of answering them by packet until the Saturday following; and thus, a week is lost in answering the letters received from the Peninsula.

If the mail leaving London, as at present, at half-past eight on Saturday nights, were sent to Dartmouth, the steam-packets might always start from that port on Sunday afternoon; it would then arrive off Porto on Wednesday, at Lisbon on Thursday, and Gibraltar on Sunday.

The return mail might leave Gibraltar on Wednesday, Lisbon on Saturday evening, Porto on Sunday evening, and arrive at Dartmouth on the Thursday following, in time for the mail to reach London on Friday morning.

By this arrangement the letters which reach Oporto on Wednesday would be answered by the mail on the following Sunday; those which reach Lisbon on the Thursday would be answered on Saturday; those which reach Cadiz and Gibraltar on Sunday would be answered on Wednesday, and those which reach London on Friday would be answered the day following.

In conclusion, we take the liberty of stating to you, that the last steam-packet from the Peninsula arrived at Falmouth on Friday last; the public in London received their letters

on

on Monday morning only, and though Lord Aberdeen may probably have received his despatches from Lisbon on Sunday morning, still the opportunity of replying to them was lost, for the mail left London on Saturday night; whilst we, on returning here from our interview with you on Saturday, received our letters, brought by the very same packet, and answered them on Saturday night; which answers are probably at this moment in the hands of our correspondent in Portugal, whilst Lord Howard's despatches will not reach him before to-morrow week.

We have, &c.

To the Right hon. Sir George Clerk, Bart., &c. &c. &c.

(signed) *Newman, Hunt & Co.*

No. 20.

My Lords, Cadogan-place, 5 May 1842.

Letter from Sir J. H. Seale to the Lords of the Treasury.

When I had the honour of accompanying a deputation of the County Members of Devonshire and Somerset, with others, to the Treasury, about a fortnight since, on the subject of the West India mails being embarked and disembarked at Dartmouth, consistent with the recommendation of Admiral Sir James Gordon, Captain Drew, of the Trinity House, and Mr. Lawrence, of the Post Office, as Commissioners, who made the survey of all the ports in the Channel, I stated to Sir George Clerk, "That the town of Dartmouth had authorized me to make the offer of any temporary accommodation the Government might want for the post-office, until permanent arrangements could be made;" and I have since been directed to make that offer on the part of the town in writing, which I now do, should the Government determine on using that port.

I hope that I shall not be presuming too far in calling your Lordships' attention to an advertisement I have just seen in "The Chronicle" of this morning, signed by a number of merchants in the city, calling a public meeting, in consequence of the delays at Falmouth; all which delay would be avoided by substituting the port of Dartmouth, which was the original station from which the Lisbon mail-packets went, and which continued so for a considerable period.

I have, &c.

To the Right hon. the Lords of the Treasury, &c. &c. &c.

(signed) *J. H. Seale.*

No. 21.

My Lord, Treasury Chambers, 14 May 1842.

Letter from Sir G. Clerk to the Postmaster-General.

With reference to the letter from the Admiralty, dated 8th ultimo, transmitting a claim from the Peninsular and Oriental Steam Navigation Company, on account of Falmouth being continued as the packet station, I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to your Lordship a copy of a letter from Sir John Seale on the subject of the West India mails starting from Dartmouth, and I am to request that your Lordship will communicate with the Lords of the Admiralty on the subject.

I am, &c.

The Postmaster-general.

(signed) *G. Clerk.*

No. 22.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-Office, 26 July 1842.

Letter from the Postmaster-general to the Lords of the Treasury.

I have to acknowledge the receipt of Sir George Clerk's letter of the 14th May last, transmitting a copy of a communication from Sir J. H. Seale, offering, on behalf of the town of Dartmouth, any temporary accommodation that might be required for the packet office, until permanent arrangements could be made, should Her Majesty's Government decide upon using that port as the station for the steam packets at present proceeding from and to Falmouth; and I beg to state, that I have deferred communicating with the Lords of the Admiralty on the subject of this proposition, as suggested by your Lordships, as it appears to me that, under the uncertainty which, up to the present moment, attaches to this question, and the difference of opinion existing amongst nautical men whether Dartmouth or Plymouth is preferable as a packet station, it would not be expedient to take any steps for removing the packets to Dartmouth until these doubts are cleared up; and, for these reasons, I would recommend that Sir John Seale's proposal should for the present be declined.

I have, &c.

(signed) *Lowther.*

No. 23.

Resolutions, &c., submitted to the consideration of Sir Robert Peel, Bart.

Documents submitted to Sir Robert Peel, Bart.

In consequence of the Right honourable the First Lord of Her Majesty's Treasury having been reported to have said in the House of Commons last week, in reply to the question being asked, "That the Government had not as yet made a final decision as to what port should be adopted for a mail-packet station, various representations and memorials being under consideration from Falmouth;"

The committee in favour of a Western port beg most respectfully to submit to the Right honourable Sir Robert Peel the enclosed documents, showing that the adoption of a Western port should not rest entirely on the merits of Falmouth, as there may be objections to that place which would not be found to exist against others.

The first document is a printed copy of Resolutions and a Memorial adopted at a large and highly influential meeting of gentlemen of the city of Exeter, and county of Devon, showing the strong feeling and opinions there entertained in favour of Dartmouth station, which is a fair sample of those on the whole line of country from the north, through Bristol to Exeter; memorials of a similar nature having been forwarded from those parts.

The second is a publication cut from an Exeter newspaper, which was at the time circulated by the London Committee, of which Sir John Buller was chairman.

And the third is the Report of a meeting held with the intention of continuing the Bristol and Exeter Railroad from Exeter on to Dartmouth, the nearest sea-port on that line, in case that port was made the station; and, in consequence, a regular notice of applying to Parliament for an Act to effect such work, which also shows, in a report of survey by an eminent engineer, the facility of so doing.

The committee respectfully, but earnestly, call the attention of the Right honourable Gentleman to these documents, hoping they will carry their due weight.

1 July 1843.

At a Public Meeting held at the Guildhall, in the City of Exeter, on the 4th September 1840, to take into consideration the Report of the Commissioners appointed by the Lords of the Admiralty on the West India Packet Station, and to take such Measures thereon as may appear expedient,

The Right Worshipful the Mayor in the Chair,

It was resolved unanimously, on the motion of Samuel Kingdom, esq., seconded by S. T. Kekewich, esq.,—That the Report of the Commissioners appointed by the Admiralty is borne out by the facts that the port and harbour of Dartmouth is of easy approach, the situation readily distinguished, of abundant depth of water, perfect shelter in tempestuous weather, ample tide, and moderate strength of stream, thereby being rendered the most secure and convenient harbour for the purposes of a packet station in the English Channel.

Resolved unanimously, on the motion of Sir R. Newman, bart., seconded by J. B. Sanders, esq.,—That the question affects not only the town of Dartmouth, but the interests of the whole of the West of England, and should be so considered; and that the respective counties and boroughs in the West of England should be called on to hold public meetings, for the purpose of securing the establishment of the Commissioners' recommendation, and should be desired to request their representatives to lose no time in urging the matter on the Government.

Resolved unanimously, on the motion of the Right honourable the Earl of Devon, seconded by Edward Divett, esq., M. P.,—That the following Memorial be transmitted to Treasury.

To the Honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the Inhabitants of Exeter and its Vicinity, in public Meeting at the Guildhall, in the city of Exeter, assembled,

Respectfully showeth,

That your Memorialists have with great satisfaction seen the Reports of the Commissioners appointed by Her Majesty's Government, declaring that Dartmouth will be found the most eligible port in the English Channel, wherein the mails to and from the West Indies, the Peninsula and Alexandria, may be embarked and landed.

That the facilities already existing of transmitting the mails by land to and from Dartmouth, in connexion with the North of England and the Metropolis (which, in their present state, have been deemed sufficient by the Commissioners to justify the selection of Dartmouth), will be greatly increased on the further progress of the Great Western, the Bristol and Gloucester, and the Bristol and Exeter Railways; and the early completion of these important lines being resolved on, the public accommodation will be greatly promoted on the establishment of Dartmouth as a foreign mail-packet station.

That the recommendation of the Commissioners is calculated to be of essential benefit to the commercial and landed interests of the West of England generally, and will give increased facilities for Government communications with the ports of Plymouth and Falmouth. Your memorialists are willing on their part to co-operate in all such measures as may be deemed expedient towards carrying this desirable object into full effect.

That

That on these and other grounds which your memorialists need not detail, they trust your Lordships will be pleased to give early effect to the pledge contained in your Lordships' instructions to the Commissioners, namely, " that the Report of the Commissioners will decide where the mails shall be placed on board," and that, in conformity with such Report, your Lordships will decide on the appointment of Dartmouth as the most eligible and convenient port for that purpose.

Resolved unanimously, on the motion of Dr. Miller, seconded by Mark Kennaway, esq.,—That the above memorial be as numerously and extensively signed as possible, and that the Members of Parliament for the county of Devon and city of Exeter be requested to present the same to the Lords of the Treasury.

Resolved unanimously, on the motion of William Kennaway, esq., seconded by M. E. N. Parker, esq. M. P.,—That as the establishment of Dartmouth as a mail-packet station will be highly advantageous to the interests of the various railways which connect the West of England with the Metropolis and the manufacturing districts of the Kingdom, the Committee are requested to communicate with the directors of the Great Western, the Bristol and Exeter, the Birmingham and Gloucester, and the Bristol and Gloucester Railways, with the view of obtaining their co-operation and support in carrying the recommendations of the Commissioners into effect.

Resolved unanimously, on the motion of several gentlemen, That—

The Right worshipful the Mayor of Exeter,	John Henry Ley, Esq.,
The Right honourable the Earl of Devon,	S. S. Bastard, Esq.,
The Members of Parliament for the County of Devon,	Samuel Kingdom, Esq.,
	Patrick Miller, M. D.,
The Members of Parliament for the City of Exeter,	Mark Kennaway, Esq.,
	William Kennaway, Esq.,
Sir Lawrence V. Palk, Bart.,	J. B. Sanders, Esq.,
Sir Robert Newman, Bart.,	G. C. Holroyd, Esq.,
Samuel Trehawk Kekewich, Esq.,	Robert Dymond, Esq.,
Baldwin Fulford, jun., Esq.,	John Tyrrel, Esq.,

be a committee to take such steps as shall to them appear expedient for giving effect to the resolutions of this meeting, with power to add to their number, and that Mr. G. W. Turner be requested to act as honorary secretary to the committee.

William Drew, Mayor.

Resolved unanimously, on the motion of the Earl of Devon, seconded by W. H. A. Arundel, esq.,—That the cordial thanks of this meeting be given to the Right worshipful the Mayor, for his conduct in the chair.

Dartmouth Harbour.

Sir, Exeter, 5 September 1840.

I am desired by the Right worshipful the Mayor and Committee of Exeter to send you the annexed hand-bill, and to solicit the hearty co-operation of yourself and friends in carrying out the resolutions therein contained.

I have, &c.

(signed) *Geo. W. Turner,*
Honorary Sceretary.

Reasons for adopting the Report of the Admiralty Committee in favour of Dartmouth as a Packet Station, by the London Committee,—Sir John Buller, chairman.

Because the instructions from the Lords of the Admiralty to that committee directed that " The principal points for consideration, after having ascertained the draft of water of the vessels to be employed, should have reference to facility of access at all times of tide and safe moorings for the vessels in the harbour: That the facility of transmitting letters by land to the port of departure should considerably influence the decision of the committee; but as the safety and regularity of the service will much more depend on naval considerations, the committee will give particular attention to this latter object; and that the Report of the committee will decide where the mails shall be placed on board."

Because the Report, with reference to the West Indies, consequent upon these instructions, sets forth, " That the committee having given the fullest consideration to all that has been adduced in support of the claims of Southampton, Portsmouth, Dartmouth, Plymouth, Devonport and Falmouth, and having most anxiously and deliberately viewed the whole question in its various bearings, together with the concluding paragraph of their Lordships' instructions, proceeds to say,—

" We beg to state our opinion, that Dartmouth will be found the most eligible port wherein the mails to and from the West Indies may be embarked and landed."

" In coming to this conclusion, it behoves us to state the reasons which have governed us in this selection; and in the endeavour to set forth the advantages which we consider Dartmouth to possess, for the contemplated service, as they apply to the packets, the post-office, and the public generally, we shall abstain from bringing it into direct comparison with any

other port, further than to exhibit their respective distances by sea and land from a given point, and the probable time that would be occupied in the transmission of the mails to and from two great centres, viz. London and Birmingham; the result of which we find to be not unfavourable to Dartmouth, independent of the superior qualifications we deem that port to possess."

"This comparison, in a tabular form, we append to our Report; but it is proper to premise that in a selection of a Western port as a station for the delivery and reception of the West India mails, in preference to one that may be situated more to the eastward, we have taken into account the greater degree of uncertainty which is attached to the transport of mails by steam vessels, compared with that in which a coach or a railroad becomes the medium of conveyance; and as respects the Eastern port, it should be borne in mind, that the correspondence for and from the Western part of our shores would he subjected to a carriage in both cases bv sea and land very wide of their destinations."

"That, as already adverted to, if we regard London and Birmingham as two great centres of communication, the former in connexion with the South of England and the Continent of Europe, together with its own vast importance, and the latter in reference to our great manufacturing districts, the North of England, with Scotland and with Ireland; it becomes obvious that the conveyances from a Western port towards those centres would have to pass through an extensive and populous country, and many towns of much consideration, which, independent of their individual importance, have, for the most part, 'forward' post-offices, and are thereby constituted fresh centres for the distribution of correspondence in their own vicinity and the surrounding country.

"In illustration of our opinion upon the requirements of a port for the present purpose, and upon the possession of these by the port of Dartmouth, we have to remark, that the bold headlands of the Start, a few miles South-west, and Berry Head, a lesser distance North-east, render the approach to that port easy, and its precise situation readily distinguishable.

"There is an abundant depth of water in the channel to and within the harbour of Dartmouth; and from the contracted state of the former, vessels, when at anchor in the latter, are, in the most comprehensive meaning of the expression, 'land-locked.' The rise of tide is ample, and the strength of its stream moderate.

"Under all circumstances, the waters of Dartmouth cannot but be perfectly tranquil; so that, in the most tempestuous weather, the mail steam-packets would not thereby be prevented from embarking and landing the mails, or from receiving coals from floating depôts, moored either above or abreast the town, or from wharfs carried out from either shore; but for this latter purpose the West side appears most eligible.

"At a short distance above the town, on the West side of the river, there is a capacious dry dock, together with an extensive ship-building yard.

"We have thus stated the considerations which induce our recommendation of Dartmouth as the most eligible mail steam-packet station; and we now beg to draw their Lordships' attention to the reasons upon which we adopted a certain basis for calculations as to the departure from and the arrival of the packets at a port, and the transmission of the mails to their various destinations.

"The sorting the letters and making up the mails for the shipment, and the sorting and preparation for transmission inland, will occupy the same space of time, whatever station may be selected; and we trust that such arrangements will be made by the Post-office, that no delay beyond the period necessary for sorting the letters shall occur in forwarding the mails, should their arrival take place at prescribed hours, either after or before the departure of the regular daily mail-coaches."

Because the Committee report with reference to the mails to Alexandria, "Similar considerations have governed our decision in the preference we again give to that harbour, and we beg briefly to report for their Lordships' information, that we are unanimously of opinion that Dartmouth is the most desirable station for the departure and arrival of the steam-packets intended to be employed in conveyance of Her Majesty's mails to and from Alexandria."

Because the Committee further report with reference to Her Majesty's mails between England, Vigo, Oporto, Lisbon, Cadiz and Gibraltar, "We beg to report for the information of their Lordships, that the merits of the harbour of Dartmouth, as set forth in our Reports of the 6th and 10th instant, have again influenced our decisions in this more recent examination, and we are thereby induced to recommend it as the port in the English Channel for the departure and arrival of steam vessels employed in the conveyance of Her Majesty's mail between England, Vigo, Oporto, Lisbon, Cadiz and Gibraltar."

Because these Reports were made and signed by "James A. Gordon, Rear-Admiral, Chairman; Richard Drew, Elder Brother of the Trinity House; Thomas Lawrence, Assistant Secretary, General Post-office."

Because the Reports of these officers are confirmed by evidence given before the Select Committee of the House of Commons.

Because mails and passengers will be conveyed from London to Dartmouth in less than 12 hours, from Birmingham to Dartmouth in 13 hours, and when at Dartmouth, will be upwards of 100 miles to the westward of Southamption on the outward passage.

Because the correspondence with the Peninsula through Dartmouth may be so accelerated as to cause the arrival of the mails in London on a Friday, and thereby afford an opportunity of answering them by the outward mail on a Saturday.

STATEMENT of Objections against disturbing the Decision of Government in favour of Dartmouth as a Packet Station, drawn up by a Committee of Gentlemen, sitting at the Thatched House Tavern, in London, of which Sir J. B. Y. Buller, Bart., M. P. for South Devon, was the Chairman.

1stly. BECAUSE a Committee was appointed by the Lords of the Admiralty to survey the coast in the British Channel, who have recommended Dartmouth as the most eligible port for a steam-packet station.

2dly. Because this Committee was composed of persons most competent to form an opinion, viz., an Admiral, with reference to naval considerations; an Elder Brother of the Trinity House, to consider the safety and fitness of the harbour; and a Secretary of the Post-office, to consider the convenience and expedition of the mails.

3dly. Because this Committee was approved by the Directors of the Royal Mail Packet Company before its determination was formed or made known.

4thly. Because the said Committee devoted seven days to the survey of Portsmouth, seven ditto to Southampton, four ditto to Dartmouth, 10 ditto to Plymouth and Devonport, seven ditto to Falmouth.

5thly. Because it is manifest that the packet station should be situated at a western point, having easy access to a railway, which the early completion of the Bristol and Exeter line will effect for Dartmouth.

6thly. Because Dartmouth is situate between the naval stations of Plymouth and Torbay, and as the new steam-packets are constructed with reference to their use, if necessary, for warlike objects, the harbour is essentially qualified for the purposes of Government in that way.

7thly. Because there is no bar at the entrance of the harbour of Dartmouth, whereas at Falmouth there is a bar with only 11 feet of water at low spring-tides, and within the bar 13 feet, and space for not more than eight or ten small vessels; the anchorage for large vessels being at a distance of two miles and a half, whilst that at Dartmouth is a few yards.

8thly. Because Dartmouth contains numerous quays, wharfs, warehouses and docks, the whole of which, together with the harbour, are available for the exclusive convenience and accommodation of steam-packets.

9thly. Because Dartmouth is only 30 miles from Exeter, whereas the shortest road to Falmouth is 98 miles 7 furlongs, and is very hilly and bad for the passage of mail-coaches; the country presenting very great difficulties to the formation and success of a railway.

10thly. Because the Report of the Committee assumes London as the centre of the South of England, and Birmingham as the centre of the North, and satisfactorily proves that Dartmouth is decisively the most eligible port for the packet station, with reference to the great manufacturing and commercial interests throughout the North of England and Scotland.

11thly. Because the mails and passengers (assuming a speed of eight miles per hour by mail-coach, and 25 miles per hour by railroad) will be conveyed from —

Dartmouth to London in	12	hours.
Ditto to Birmingham	13	„
Whereas from —		
Falmouth to London, would require	21	„
Falmouth to Birmingham	22	„
From the Start Point off Dartmouth to Southampton	12	„
From Southampton to London	3	„
Total to London by Southampton	15	„
In favour of Dartmouth	3	„

12thly. Because the most rapid and easy communication from Ireland will be effectually secured through Liverpool, Bristol or Ilfracombe, with the port of Dartmouth.

13thly. Because the selection of a port having been justly and judiciously left to a competent tribunal, a deliberate and unbiassed decision was, after repeated references, made by the Government, and it is submitted that it would be an act of injustice to disturb that decision.

14thly. Because numerous other advantages connected with Dartmouth, of great importance, are set forth in the Report of the Committee; to which it is hoped the consideration of the House will be earnestly directed.

AT a preliminary Meeting of Gentlemen interested in promoting a line of Railroad from Dartmouth to Exeter, held at the Castle Hotel in Dartmouth, this 23d day of April 1841 (Sir J. H. Seale, Bart., in the chair),—

It was unanimously resolved, That Dartmouth having been fixed upon by Her Majesty's Government as a foreign mail-packet station, it is most desirable and expedient (and would tend to the benefit of the country at large) that a line of railway should be constructed from Dartmouth to Exeter.

Mr. James Baughan West, civil engineer, of Teignmouth, having made a preliminary

survey, and having reported most favourably to this meeting thereon, showing that a line can be formed with facility and economy,—

Resolved, That Messrs. Prout and Bridgman, of Dartmouth, Mr. Wolston, of Brixham, and Mr. Pearce, of Newton Abbott, solicitors, are recommended jointly to give notices of an intended application to Parliament for an Act for the above purpose, and do call a public meeting of all persons interested in such a line, when and where they may deem most expedient; and that these resolutions be advertised in the Devonshire Chronicle, Western Times and Exeter Newspapers.

J. H. Seale, Chairman.

That the best thanks of this meeting be given to Sir J. H. Seale, for his able conduct in the chair.

No. 24.

10, New-street, Spring-gardens, 10 July 1843.

Letter from Sir John Yarde Buller to the Postmaster-general.

Sir John Yarde Buller presents his compliments to Lord Lowther, and ventures to call his attention to the enclosed letter and statement with regard to the selection of the foreign packet station.

Dear Sir John, Upton Lodge, 4 July 1843.

With reference to the question of a change in the packet station, it appears to me that the fact of Torbay being within the Custom House Port, and in immediate connexion with Dartmouth (and both being used in common by the shipping belonging to each), has escaped consideration.

I cannot therefore omit calling attention to the 4th clause in the accompanying statement. The post-offices of the above two ports are within four miles of each other, and the mail to and from Dartmouth passes along the shores of Torbay, the anchorage of which is well known at the Admiralty to be excellent, especially in westerly gales, which prevail so much on this coast.

The officers in charge of the mails might therefore land them at either, and forthwith be sorted and forwarded by the first trains from thence to all parts of the kingdom.

Thus the saving of 2,000*l.* per annum for not going to Falmouth would be effected, together with the expense of a foreign post-office there, and the extension of the post-office establishment at Exeter would be additional charge. The outward mails having been sorted at Exeter, might be shipped at either Torbay or Dartmouth, as the mail passes the former *en route* to the latter. The extract at foot shows these united ports to afford considerable accommodation for shipping, and that they offer the means of employing either sailing or steam packets for the mail service.

I am, &c.

(signed) *G. H. Cutler.*

Extract from Return to House of Commons, ordered 27th June 1843.

Registered Shipping, Dartmouth and Torbay.

		Tons.
Sailing Vessels - - - -	169	- - - 4,801, under 50 tons.
Ditto - - - - -	254	- - - 24,375, above 50 tons.
	423	29,176

COPIES of Memorials and Statements made to the Treasury, Admiralty, and General Post Office, respecting the Establishment of a Port in the English Channel, for the Embarkation and Disembarkation of the West Indian and Peninsular Mails by the Steam Packets under Contract with the Government.

Correspondence transmitted by the Admiralty.

No. 25.

Peninsular Steam Navigation Company's Office,

Sir, 51, St. Mary-Axe, 28 November 1837.

Letter from Managers of Peninsular Steam Navigation Company to the Secretary of the Admiralty.

We respectfully request you will be pleased to represent to the Lords Commissioners of the Admiralty, that, from the experience we have now had in the execution of the contract for the mail service to and from the Peninsula, we are convinced that a removal of the starting station from Falmouth to Devonport would be attended with important benefit to this service, as well as to ourselves; and we are therefore most desirous for such change, if approved

approved of, to be carried into effect as early as convenient. Upon this subject we respectfully submit for their Lordships' consideration the following observations.

The winding channel of the river at Falmouth constitutes the anchorage of the sailing packets at that place; at either side of this channel it is nearly dry at low water, and further out the anchorage is so much exposed as to prevent communication with the shore by boat, during the continuance of strong gales. The anchorage within the channel above alluded to varies from 200 to 300 yards in breadth, and the depth of water from 10 to 12 feet. It is therefore unsuitable to the large steamers of the Peninsular Company; one of which having ventured among the sailing packets was detained for some time by the want of water. It is necessary, therefore, these vessels should be further out; say in three fathoms; but, by so doing, they are liable to be detained in boisterous weather, by the impossibility of getting off coals from the shore, or of lying alongside a hulk for the purpose of obtaining a supply; and, even if their coals were on board, a strong gale from the eastward would prevent the mail and passengers coming off, thus presenting an impediment to departure, which a more sheltered anchorage would obviate. Much delay and inconvenience must be expected from the difficulties alluded to, and which are inseparable from the ports of Falmouth, so far as relates to large steamers, required to sail at specific periods. Devonport offers great facilities over Falmouth as a point from whence to despatch steamers so circumstanced, inasmuch as they might be in deep water close to the shore, from whence, under all contingencies of wind or weather, they get on board their coals, mails and passengers, and proceed on their voyage at any hour of day or night. Devonport also presents advantages in reference to the voyage which cannot be overlooked by nautical men. The usual passage from Falmouth to Vigo has been, by the Peninsular steamers, from 50 to 60 hours, or say, for shortness, 60 hours. It is not safe to run in with the Bayona Islands during the night, and inexpedient to get into Vigo during that period, when all the public offices would be closed. A run of 60 hours from the departure at Falmouth would expose the steamers to these disadvantages, whereas a run of, say, from 62 to 63 hours from Plymouth (the difference of distance, in reference to the voyage would not exceed from two to three hours) would give daylight on the second morning for the approach to the Bayona Islands to Vigo, and would enable them to call off Oporto the same day, and to arrive off Lisbon the following day, all of which would most frequently happen in the night time while the departure continued from Falmouth. The mail arrives at Devonport soon after five o'clock P.M., which would be a very convenient hour to embark mails and passengers; it does not at Falmouth until the following morning, and can seldom be sent and embarked until 10 or 12 o'clock, occasionally, when several foreign mails have to be despatched on the same day, not until one or two o'clock P.M. A positive saving of at least twelve hours would result from the departure being made from Devonport instead of Falmouth, inasmuch as the mails would be embarked at the former place 12 hours in advance of their former shipment at the latter; against which might be set off about two hours in regard to the difference of distance between those two ports, on the voyage, leaving the balance of 10 hours in favour of Devonport, to which should be added the incidental delays alluded to in the proceedings, and which in the course of a year may be taken at a considerable amount. The saving of time on the return voyage is not here taken into consideration; the same advantages ascribed to the departure from Devonport, which have been traced as far as Lisbon, apply equally to the entire distance to Gibraltar.

In conclusion, we think it proper to observe, that the removal of the station to Devonport would be attended with an increase of expense to this company, as the cost of placing coals from Wales to Devonport would be more than that of placing them at Falmouth, both because the distance is greater, and from the circumstance that vessels bringing coals to Falmouth can obtain return freights of ore to Wales, which they cannot obtain at Devonport. But, notwithstanding this circumstance, we are convinced that we shall be fully compensated by the change of station, for the reasons alleged.

We have, &c.
(signed) *Willcox & Anderson*, Managers.

No. 26.

Sir, General Post-office, 8 January 1838.

Letter from W. L. Maberly, Esq. to Sir J. Barrow, Bart.

I AM commanded by my Lord the Postmaster-general to acknowledge the receipt of your letter of the 18th ultimo, with copy of one from the managers of the Steam Navigation Company, relative to changing the port for the embarkation of the mails for Spain, Portugal and the Mediterranean from Falmouth to Devonport, together with copy of a report upon the subject by Captain Sir W. E. Parry.

It appears that this proposition is made with the object of obtaining an earlier start than from Falmouth, and thereby to enable the vessels to reach the coast of Spain by daylight, the packet leaving Devonport in the evening, instead of starting from Falmouth about the middle of the following day; and, as it seems that the calculations have been formed upon the arrival of the London mail-coach at Devonport at a little after five P.M., and the immediate shipment of the mails, I am directed by his Lordship to state, for the information of the Lords Commissioners of the Admiralty, that that mail-coach is not the only one that conveys correspondence for these steam vessels; the letters for Spain, Portugal, the Mediterranean, Egypt and India from all Ireland, Scotland, the North and North-western parts of England, Liverpool, Manchester, Birmingham, Bristol, &c. &c., are all conveyed by the Bristol mail-

coach, which does not reach Devonport until after 10 at night; and, allowing only five hours for sorting the letters and making up the numerous bags during the dead of the night, the mails could scarcely be shipped under six hours, or until four or half-past in the morning; and there appears to be no means for remedying this delay.

The increase of expense it would be necessary to incur in the Devonport Post-office, in case this arrangement is adopted, would be at least one additional clerk at 70*l.* per annum, and two at 60*l.* each, together 170*l.* per annum; besides which, it would be but just to make an allowance to the postmaster for the increased duty imposed upon him, and for the second office he must provide for the service.

Under the circumstances stated, the Postmaster-general wishes to learn whether the same view is entertained upon this point, when it is known that the vessels cannot start from Devonport so early as contemplated when the proposition was first made.

I have, &c.

Sir J. Barrow, Bart., Admiralty. (signed) *W. L. Maberly.*

No. 27.

(Immediate.)

Sir, Treasury Chambers, 21 April 1840.

Letter from R. Gordon, Esq. to the Secretary of the Admiralty.

I HAVE it in command from the Lords Commissioners of Her Majesty's Treasury to request you will state to the Board of Admiralty, that My Lords have had under their consideration the letter from the Chairman of the Royal Mail Steam Packet Company, dated the 8th instant, submitting that Southampton be the port fixed for the departure of the mail steam packets between England and the West Indies.

Their Lordships are of opinion that it will be advisable, on every ground, that some previous inquiry should be made as to the advantages of the different ports in the English Channel, with the view of ascertaining which port may be most eligible as regards the naval part of the service, and the internal post-office arrangements.

My Lords would therefore propose, if the Board of Admiralty see no objection, to appoint a committee, composed of an officer of the Post Office, and one or two naval officers, to examine and report to My Lords on this subject.

I am, &c.

The Secretary of the Admiralty. (signed) *R. Gordon.*

No. 28.

Sir, Treasury Chambers, 5 May 1840.

Letter from R. Gordon, Esq. to the Secretary of the Admiralty.

WITH reference to the correspondence which has passed between this Board and the Board of Admiralty upon the subject of the communication with the West Indies by steam-packets, and particularly to your letter of the 23d ultimo, in which you state that the Lords of the Admiralty concur in opinion with this Board, that it would be expedient to institute an inquiry into the comparative advantages of the different ports in the English Channel, with the view of fixing upon that whence the mails may be embarked and disembarked, and that the Lords of the Admiralty would proceed to appoint a committee to report on the subject;—

I have it in command from the Lords Commissioners of Her Majesty's Treasury to request you will state to the Lords of the Admiralty, that My Lords have received various communications from several parties interested in the question, which they are pleased to transmit, with a view to their being brought under the consideration of the proposed committee.

(See Papers printed in 1841.)

I am, &c.

(signed) *R. Gordon.*

To the Secretary of the Admiralty.

No. 29.

Sir, Treasury Chambers, 2 June 1840.

Letter from C. E. Trevelyan, Esq. to the Secretary of the Admiral.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you copy of an application, dated 22d April last, from the British Merchants of Cadiz, requesting that Portsmouth or Southampton may be appointed the port for the transmission of the mails to the Peninsula and Mediterranean; and I am to desire that you will move the Lords of the Admiralty to give directions that the same may be submitted to the Harbour Committee.

I am, &c.

Secretary of the Admiralty. (signed) *C. E. Trevelyan.*

(Enclosure

(Enclosure (A.) in No. 29.)

MEMORIAL to the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the undersigned British Merchants of Cadiz and its Vicinity,

Showeth,

THAT your memorialists learn with feelings of satisfaction, that your Lordships are taking into consideration the mode of improvement in the arrangements for the transmission of the mails to the Peninsular and Mediterranean ports. Enclosure (A.) in No. 29.

That much delay now occurs from the usual time of arrival of the contract steamers at Falmouth, and the delivery of the letters in London, and also, though not in equal degree, between the time of the mails being made up at the General Post Office in London and their embarkation in the packets.

That your memorialists respectfully represent, that a considerable portion of this delay might be obviated if the mails were landed and embarked at Portsmouth or Southampton.

That by this measure an acceleration of a week, as compared with the present arrangements, would be gained in the course of post between London and the Peninsular and Mediterranean ports.

That this representation is based upon the facts and estimates submitted to your Lordships by the merchants of London, in their memorial of the 18th March last.

That your memorialists, as engaged in commerce of great importance with Great Britain, and contributing annually, as a body, employment to upwards of 30,000 tons of British shipping, are deeply interested in the amelioration of a communication which is admitted to be also of considerable importance to the wealth, commerce and public interests of Great Britain.

Your memorialists earnestly and respectfully pray your Lordships to adopt, with as little delay as possible, the measures most expedient for the attainment of this object.

(signed) *Lonergan, Brothers & Co.*, and 25 others.

Cadiz, 22 April 1840.

No. 30.

British and Irish Steam Packet Company's Office,
32, Eden Quay, Dublin, 1 July 1840.

Sir,

BEING informed that the Lords of the Admiralty are at present investigating the localities of different ports in the British Channel, with a view to selecting one for the future arrival and departure of the mail steam packets; Letter from British and Irish Steam Packet Company.

The directors of this company, having had much experience in steam navigation within the limits under discussion, would respectfully submit to your consideration the superior advantages of the harbours of Falmouth or Plymouth for the contemplated purposes. The foundation of this opinion is practical experience of the accommodation afforded to steam vessels of considerable tonnage trading between this port and London, their geographical western position, secure mooring, facility of access at all times of tide and season. To passengers desirous of proceeding to the Northern parts of Great Britain, Scotland and Ireland, there is steam communication already in operation three times per week at these ports; and should you be desirous of nautical evidence, any of our masters can be examined, on receiving an intimation of your wishes.

I have, &c.

(signed) *John Astle.*

No. 31.

Committee of Merchants' Rooms, Cork,
3 July 1840.

My Lords,

OBSERVING by the public newspapers that you have instructed Rear-Admiral Sir James Gordon and a committee to examine into the eligibility of the different ports in the British Channel, and to report which may be most suitable for "a station for the despatch of the West India mails," we are induced to call your attention to the port of Cork. Letter from Committee of Merchants at Cork to the Lords of the Admiralty.

The principal points for consideration, your Lordships most properly state, should have reference to facility of access at all times of tide and safe mooring, as also the prevalence of winds and currents, at all periods of the year, along the coast adjacent to the harbour; and, you add, that the safety and regularity of the service will much depend on naval considerations.

My Lords, the Harbour of Cork, from its extent, security and geographical situation, affords all these advantages, opening to the Atlantic, without risk or intricacy of navigation, with a depth of water for vessels of the largest class.

We beg further to state to your Lordships, that since the removal from this of the naval establishment, "Haulbowline Island," with its wharfs, stores, water-tanks and other expensive buildings, remain unoccupied, and may be at once made available as a depôt for the packet station, without putting the country to any expense.

Having stated the advantages of Cork Harbour as an outlet, we now come to the facility of transmitting letters to the port of departure. The railroad from London to Holyhead will soon be completed, and also that from London to Bristol; by these means the mails from the inland counties in England can be taken up at Birmingham, whilst at Liverpool all the Scotch and North of England mails can be taken up, and they may be transmitted from London to Cork, and be ready for embarkation to our colonies in twenty-four hours.

We therefore most respectfully call on your Lordships to take into consideration all those circumstances, and in justice to extend the survey of Sir James Gordon and the committee to Cork Harbour, which we trust will be found the most fit and convenient station for this line of packets.

We have, &c.
(signed) *William Fagan,*
President Committee Merchants.

To the Lords Commissioners of the Admiralty.

No. 32.

Letter from Frederick Howard, Esq. to R. M. O'Ferrall, Esq.

Sir, Compton-place, Eastbourne, 13 July 1840.

I HAVE received a communication from the Committee of Merchants at Cork, enclosing me the copy of a letter which had been addressed by them to the Admiralty, in which they request that Cork Harbour may be included in the range of survey which Admiral Sir James Gordon has been directed to make, with the view of obtaining a suitable station for the mail packets destined for the West Indies.

I beg leave to give my warm support to the petition of the Cork merchants, conceiving that the nature of the locality, coupled with the increased facility of the existing communication with the two great ports on the Western Coast of England, present *primâ facie* advantages in favour of Cork Harbour, which will induce the Board of Admiralty to give the desired instructions to Sir James Gordon.

I have, &c.
(signed) *Frederick Howard.*

R. More O'Ferrall, Esq.
&c. &c. &c.

No. 33.

Letter from Admiral Warren to R. M. O'Ferrall, Esq.

Sir, Plymouth Dock-yard, 18 July 1840.

I BEG leave to transmit, on the other side hereof, a copy of a letter received by me from the Mayor of Devonport, on the subject of the Royal Mail Steam Packets, together with a copy of my answer to the Mayor, for the information of my Lords Commissioners of the Admiralty.

I have, &c.
(signed) *Frederick Warren,*
Admiral Superintendent.

R. More O'Ferrall, Esq., Secretary, Admiralty.

Sir, Devonport, Friday, 17 July 1840.

I HAVE the honour to inform you, that the joint deputation from the councils of Plymouth and Devonport propose, if perfectly convenient and agreeable, to wait upon you at two o'clock to-morrow, for the purpose of submitting for your consideration a memorial, which, if unobjectionable, it is proposed to forward to the Lords Commissioners of the Admiralty, in reference to the selection of this port for the arrival and departure of the Royal Mail Steam Packets.

I remain, &c.
(signed) *W. Hancock,* Mayor.

Admiral Superintendent Warren,
Her Majesty's Dock-yard, Devonport.

Sir, Plymouth Dock-yard, 18 July 1840.

I LATE last night had the honour to receive your letter, informing me that the joint deputation from the councils of Plymouth and Devonport propose, if perfectly convenient and agreeable, to wait on me this day, for the purpose of submitting for my consideration a memorial, which, if unobjectionable, it is proposed to forward to the Lords Commissioners of the Admiralty, in reference to the selection of this port for the arrival and departure of the Royal Mail Steam Packets; and I beg to assure you that I feel most sensibly the honour conferred upon me by the appointment of this deputation; and while I assure you of my great anxiety at all times to meet the wishes of the inhabitants of Plymouth and Devonport, I regret extremely to say, that on this occasion, I cannot be of any service; for without instructions from the Admiralty, I do not feel myself at liberty to take into consideration or to give an opinion on any memorial respecting the selection of Hamoaze for the arrival and departure of the Royal Mail Steam Packets. I shall, however, have the pleasure of forwarding this day your letter of yesterday's date for the information of their Lordships.

I have, &c.
(signed) *Fred^k Warren,*
Admiral Superintendent.

The Worshipful the Mayor of Devonport.

No. 34.

To the Right honourable the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland.

The Memorial of the Councils of the Boroughs of Plymouth and Devonport, in the County of Devon,

Showeth,

That your memorialists have been recently engaged, on the behalf of their respective constituencies, in submitting to the Committee appointed to investigate the subject, evidence of the advantages afforded by the port of Plymouth for the departure and arrival of the West India and other foreign mails, and of the accommodation and facilities of conveyance by land and water possessed by the populous towns within the limits of the port. Memorial from Plymouth and Devonport to the Lords of the Admiralty.

That the selection of this port as the station for the departure and arrival of the packets carrying the above-mentioned mails, independently of other advantages, will materially benefit the public service, by reason of the numerous Government establishments existing within the port, between which and Her Majesty's colonial possessions in the West Indies and South America, and Her Majesty's fleets on those stations, it is of the highest importance to supply the means of regular and speedy communication.

That besides the transmission of ordinary correspondence and despatches to the colonies and fleets on the West India station, the conveyance of officers and detachments from the depôts stationed in this garrison, and of marines attached to the Plymouth division, of arms, ammunition and military stores from the Ordnance Magazine, and of spars, rigging, and other naval stores from the dock-yard, and the transport of sick and hurt seamen and soldiers to the naval and military hospitals, will be effected with a rapidity otherwise unattainable, and which, in the ordinary routine of service, particularly as regards the refitting of ships on distant stations, will be extremely beneficial, and on occasions of colonial disturbance, or at periods of hostilities with foreign powers, may be of incalculable importance to the public interest of the country.

That whatever opinion may be entertained by the Committee of the amount of accommodation afforded in those habours within the port which are open to mercantile shipping, without resorting to such as are appropriated solely to the public naval service, your memorialists regard it as unquestionable, that if an inconsiderable portion of the latter harbours were made available for the purpose, the most extended requirements of the Committee for the accommodation of the packets in question may be fully met; and your memorialists are induced to believe that such accommodation may be provided either in the lower part of Hamoaze, or in or near to Barn Pool, without prejudice to the naval service.

Your memorialists, therefore, on the grounds of advantage to the general interests of the country, respectfully pray, that your Lordships will be pleased to direct, that in the event of the Committee reporting in favour of the port of Plymouth, by reason of its natural and other local advantages, the mail-packets may be permitted to use as their mooring ground and the station for their coal depôts, either the unoccupied ground in or near Barn Pool, or a space in the lower part of Hamoaze, such as the requirements of the naval service at the port may best admit.

(signed) *E. Cookwontry*, jun., Mayor,
on behalf of the Council of Plymouth.

(signed) *William Hancock*, Mayor,
on behalf of the Council of Devonport.

No. 35.

Sir, Admiralty, 24 June 1841.

I am commanded by my Lords Commissioners of the Admiralty to transmit to you herewith a copy of a letter from the Chairman of the Mail Packet Harbour Committee, requesting that the Committee, instead of visiting and reporting upon the claims of Bristol as the port of departure and arrival of the West India Mails, may be forthwith dissolved; and I am to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that my Lords recommend that this request may be complied with. Sir J. Barrow to R. More O'Ferrall, Esq.

I am, &c.

R. More O'Ferrall, Esq., Treasury. (signed) *John Barrow.*

Sir, Royal Hospital, Greenwich, 18 June 1841.

The merits of the Port of Bristol, as a port for the departure and arrival of the West India mails, being now under the consideration of a Committee of the House of Commons, who thought proper to insist upon Captain Drew, a Member of the Committee of which I am chairman, giving evidence relating to the navigation of the Bristol Channel in comparison with the navigation of the English Channel, and which evidence being decidedly unfavourable to Bristol as a steam-packet station; Letter from Sir James Gordon to J. Parker, Esq.

I feel myself called upon to request you will be pleased to move my Lords Commissioners of the Admiralty to direct that Mail Steam Packet Harbour Committee, instead of visiting and reporting upon the claims of Bristol, be forthwith dissolved.

I have, &c.
(signed) *James A. Gordon,*
Chairman.

John Parker, Esq.
&c. &c. &c.

No. 36.

Letter from C. E. Trevelyan, Esq. to the Secretary of the Admiralty.

Sir, Treasury Chambers, 8 July 1841.

In reply to your letter of the 24th ultimo, enclosing a communication from the Chairman of the Mail Packet Harbour Committee, requesting that the Committee may be forthwith dissolved; I have it in command from the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords of the Admiralty, that, although my Lords regret the inconvenience which must attend the extension of the inquiries of the Mail Packet Harbour Committee to the Port of Bristol, so long after the termination of their other labours, yet as their Lordships referred the Bristol Memorial to the Committee, and as an assurance was given, both to the parties and to the House of Commons, that the capabilities of the port of Bristol, as a port of departure for the mail steam packets would be duly inquired into, my Lords must request that the members of the Committee may be directed to proceed to Bristol, and report upon the capabilities of that harbour, in the same manner as they have done with respect to other places.

I am, &c.
The Secretary of the Admiralty. (signed) *C. E. Trevelyan.*

No. 37.

Letter from J. Parker, Esq. to C. E. Trevelyan, Esq.

Sir, Admiralty, 9 July 1841.

With reference to your letter of yesterday's date, respecting the Harbour Committee proceeding to Bristol to report upon the capabilities of that place as a packet station; I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the Commissioners have been directed to proceed to Bristol and report upon that harbour, in the same manner as they have done with respect to other places.

I am, &c.
C. E. Trevelyan, Esq., Treasury. (signed) *J. Parker.*

No. 38.

Letter from Sir James Gordon to J. Parker, Esq.

Sir, Bristol, 2 September 1841.

I have the honour to report, for the information of the Lords Commissioners of the Admiralty, that, in conformity with your immediate letter of the 13th ultimo, the Committee, of which I am the chairman, lost no time in proceeding to this place for the purpose of inquiring into the capability of the harbour of Bristol for a steam-packet station, in the same manner as we had done with respect to other places; but upon our arrival here we found that the special sessions of the city was then being held, in which we were informed all the authorities of the city and harbour were so much engaged, that they could not for the time attend to the investigation with which we were charged. The Committee had, therefore, no alternative but to wait until those authorities were released from their attendance upon the sessions; but in the meantime they visited various parts of the Bristol Channel, as far as the Holms, that they might have a personal knowledge of the port whose merits were to be put in evidence; and they also inspected some of the founderies and ship-yards on the Avon.

On Monday last, the 30th ultimo, a committee of the deputations of the several public bodies of Bristol presented themselves to us; but as a difference of opinion arose as to the mode of conducting the inquiry, and as we did not feel warranted in deviating from the regulations we had adopted with regard to the other ports which we had inspected, a further delay in proceedings has occurred, and we have had only one witness come before us, although we have repeatedly informed the parties concerned, that we are ready to receive any evidence, and to any extent, they may think fit to bring forward.

I much regret to state, in conclusion, that Lieutenant James Alexander Gordon, whom the Lords of the Admiralty had been pleased to order to act as secretary to this Committee, has been attacked by such violent rheumatic pains as to be rendered quite incapable of continuing to attend to that duty, and he has been obliged to return to London for medical advice; but in the present position of the business here, I do not see any necessity for the nomination of another secretary, as it appears very doubtful whether the inquiry will be carried out; and in the meantime the duty of the secretary will be performed by one of the committee.

I have, &c.
J. Parker, Esq., &c. &c. &c. (signed) *James A. Gordon,*
Admiralty. Rear-Admiral, Chairman.

No. 39.

Sir, Bristol, 3 September 1841.

With reference to my letter of yesterday's date, I have the honour to state to you, for the information of the Lords of the Admiralty, that, as I had anticipated, the authorities here have declined to bring forward any evidence to substantiate their case before the Harbour Committee, of which I am the chairman, and "prefer completing their case before the Parliamentary Committee when renewed, by the evidence in support of it," with which, they state, they are fully prepared. Letter from Sir James Gordon to J. Parker, Esq.

We shall, therefore, return to London; and as soon as copies of the correspondence can be prepared, they shall be forwarded for their Lordships' information.

I have, &c.

J. Parker, Esq., &c. &c. &c. Admiralty.

(signed) *James A. Gordon,* Rear-Admiral, Chairman.

No. 40.

Sir, Admiralty, 6 September 1841.

I am commanded by my Lords Commissioners of the Admiralty to transmit to you herewith, for the information of the Lords Commissioners of Her Majesty's Treasury, copies of a correspondence which has taken place between the chairman of the Mail Packet Harbour Committee and the committee of the deputations of the public bodies of the city of Bristol, respecting the inquiry into the merits of the port of Bristol for a packet station. Letter from Sir John Barrow to C. E. Trevelyan, esq.

I am, &c.

C. E. Trevelyan, Esq., Treasury.

(signed) *Jno. Barrow.*

(Enclosure (A.) in No. 40.)

Sir, London, 6 September 1841.

I have now the honour to transmit to you, to be laid before the Lords Commissioners of the Admiralty, copies of the communications referred to in my letter of the 3d instant, which have passed between me and the committee of the deputations of the public bodies of the city of Bristol, touching the inquiry their Lordships directed to be made into the merits of the port of Bristol for a packet station. Enclosure (A.) in No. 40.

I have, &c.

J. Parker, Esq., &c. &c. &c. Admiralty.

(signed) *James A. Gordon,* Rear-Admiral, Chairman.

(Enclosure (B.) in No. 40.)

Sir, Bristol, 31 August 1841.

As chairman of the deputations appointed by the several public bodies of this city on the subject of the royal mail station, I have the honour to transmit to you a copy of a resolution passed at their meeting this day, which I shall be obliged by your submitting to the Mail Steam Packet Harbour Committee. May I beg the favour of your addressing a reply to me, under cover to Messrs. J. & R. Osborne, clerks to the Society of Merchants? Enclosure (B.) in No. 40.

I have, &c.

(signed) *James Hellicar,* Master of S. M. V.

Sir J. A. Gordon, K.C.B. &c. &c. &c.

Merchants' Hall, Bristol, Tuesday, 31 August 1841.

At a Meeting of the Sub-committee of the Society of Merchant Venturers, and of the Deputations appointed by the several Public Bodies,

John Hellicar, Esq., Master of the Society of Merchants, in the Chair,

The chairman reported, that the sub-committee of the Society of Merchants had yesterday attended the Mail Steam Packet Harbour Commissioners, prepared to lay before them the evidence on behalf of this port: That the Commissioners had then informed them, that, conformably with the course pursued at the other ports, they should decline to admit the attendance of the members of the committee: That the inquiry would be private: That two persons only would be allowed to attend on behalf of the city, and that they would be restricted from taking notes.

He also reported, that the sub-committee, not feeling themselves justified in proceeding with their case under such restrictions, without the sanction of the deputations, this meeting had been accordingly convened for obtaining their opinion thereon. In order, however, that the opportunity of taking the examination of Captain Hoskin, who will sail to-morrow for New York, might not be lost, it had been arranged that in the interim, until the determina-

tion of the deputations could be obtained, his evidence should be given; but with the understanding that if the deputations should decide upon not proceeding further, it should not be considered as having been tendered by them. Which report being taken into consideration, it was the opinion of the meeting, That a respectful remonstrance be made to the Commissioners against the restrictions placed by them on the conduct of the inquiry: That they be reminded that Bristol has by the course which this investigation has taken, been placed in a very peculiar position: That the delay of the Commissioners to visit this port for so long a period; the appointment in the interim of a Parliamentary Committee for the purpose of a similar inquiry, before which it became necessary to submit the evidence in proof of the claims of this port; and, above all, the unfavourable opinions with respect to those claims entertained by the Commissioners themselves, as shown by their evidence given before that Committee previous to their visit to Bristol, are circumstances which, in the opinion of this meeting, entitle the parties representing the port to the greatest facilities in the conduct of their case before a tribunal so situated, and which would not only justify, but, as they submit, seem imperatively to call for a relaxation, in their favour, of rules which, however fit to be adopted in other parts, would, it must be evident, bear peculiarly hard in this case.

Resolved, therefore,—That a copy of these resolutions be transmitted by the chairman to the Commissioners, with a request that they will be pleased to reconsider their regulations, and allow of the attendance on the inquiry of the members of the sub-committee of the Society, or of a limited number thereof, in addition to the solicitor and nautical gentleman named to conduct the proceedings on their behalf; and that the latter two gentlemen be permitted to take notes of the examination for their government, during the progress of the inquiry, under any pledges against publication which may be considered proper.

(Enclosure (C.) in No. 40.)

Sir, Bristol, 1 September 1841.

Enclosure (C.) in No. 40.

I HAVE the honour to acknowledge the receipt of your letter of yesterday's date, transmitting a resolution of the deputations appointed by the several public bodies of the city of Bristol, of which you are the chairman, on the subject of the Royal Mail Steam Packet Station; and the Committee for inquiry into the merits of the port of Bristol as a packet station having taken the same into serious consideration, I beg to inform you, that they regret they do not feel themselves warranted in deviating from the regulation they laid down for their government, in visiting other ports with a similar object, and that they cannot accede to the wishes of the deputations, that more than two persons shall be present at the examinations, or that those gentlemen shall be allowed to take notes of the proceedings.

I have to add that the Committee are perfectly ready to receive any evidence, and to any extent, upon the subject which may be brought before them.

I have, &c.
(signed) *J. A. Gordon,*
Chairman.

John Hellicar, Esq.,
Master of the S. M. V.
Care Messrs. J. & R. Osborne, Bristol.

(Enclosure (D.) in No. 40.)

Sir, Bristol, 2 September 1841.

Enclosure (D.) in No. 40.

As chairman, in the absence of the master of the Society of Merchants, I have the honour of transmitting to you a copy of the resolution of the deputations from the several public bodies of this city, on the subject of the Mail Steam Packet Station, passed this day, and which I shall feel obliged by your submitting to the Committee of which you are chairman.

I have, &c.
(signed) *P. L. Protheroe.*

Sir James A. Gordon, K. C. B.
&c. &c. &c.

(Enclosure (E.) in No. 49.)

Merchants' Hall, Bristol,
Thursday, 2 September 1841.

Enclosure (E.) in No. 40.

AT a meeting of the sub-committee of the Society of Merchants, and of the deputations appointed by the different public bodies, Philip Protheroe, esq., in the chair,—

Mr. Robert Osborne, in the absence of the Master of the Society of Merchants, reported, that the resolutions of the last meeting had been forwarded to the Commissioners, accompanied by a letter from the Master; and he submitted a letter from Sir James A. Gordon in reply, just received, in which he expresses the regret of the Commissioners that they do not feel themselves warranted in deviating from the regulation they laid down for their government in visiting other ports, with a similar object, and that they cannot accede to the wishes of the deputation that more than two persons shall be present at the examinations, or that those gentlemen shall be allowed to take notes of the proceedings.

Resolved,

Resolved, That, considering the very peculiar circumstances which so essentially distinguish this port from all the other ports embraced in the inquiry by the Commissioners as noticed in the resolutions of the last meeting, in reference particularly to the extraordinary position in which the Commissioners themselves are placed as judges in a case, already, in fact, and before they had entered into any investigation of the merits, prejudged by them, and in which, whilst the inquiry was still pending, they had appeared in the character of witnesses against the claim of this port, before a Parliamentary Committee appointed for making a similar inquiry; this meeting is unanimously of opinion, that the refusal of the Commissioners to accede to an application so reasonable and so essential to the proper conduct of the case on behalf of this port, precludes the deputation from proceeding with their proofs before a tribunal so objectionably situated. They prefer, therefore, completing their case before the Parliamentary Committee (when renewed) by the evidence in support of it, with which they are fully prepared. In adopting this resolution, however, the meeting is anxious it should be understood that it is with all deference to the Commissioners, who they are convinced are themselves strongly impressed with the more than ordinary difficulties of the situation in which they are placed.

(signed) *P. L. Protheroe,* Chairman.

No. 41.

Sir, Treasury Chambers, 18 December 1841.

I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of this Board's * Minute of the 10th August last, on the subject of the West India and American mails; and I am to request you will move their Lordships, in conformity therewith, to instruct the contractors for the conveyance of the West India mails to receive and land such mails at Falmouth until further orders.

Letter from C. E. Trevelyan, Esq., to the Secretary of the Admiralty.

* (*See* page 10.)

I am, &c.

The Secretary of the Admiralty. (signed) *C. E. Trevelyan.*

No. 42.

Sir, Falmouth, 3 May 1842.

It having been announced in some of the London papers that a meeting is to be held in the city, by merchants and others connected with the Peninsula and the East and West Indies, in order to memorialize the Government to make Southampton, instead of Falmouth, the exclusive packet station for the embarkation and landing of the mails, as affording the means, particularly as to Spain and Portugal, of replying to letters one week earlier, &c. &c.;

Letter from the Mayor of Falmouth.

I am instructed by the Harbour Committee of this port (as its chairman) to request you will lay before the Lords of the Admiralty the following observations and remarks, in reference to the complaints in question, in order that they may be better prepared to weigh and consider them, if submitted to their Lordships, as is presumed will be the case.

1st. That if it be really important to the merchants of London in particular, that the Peninsular letters be delivered on or before the Saturday, in order to admit of reply by the outward mail of that evening, such object would probably be allowed by shortening the period of detention of the steamers at Gibraltar 24 hours, so as always to quit on a Wednesday at latest; 48 hours, or even less, being admitted to be ample for all necessary purposes at that place. By this arrangement, the steamers would also avoid the entire Sunday detention in Lisbon, thus making a saving of two clear days; and they would then commonly arrive at Falmouth on the Wednesday or Thursday in each week, instead of the Friday or Saturday, as at present. Furthermore, it would obviate the loss of a day consequent upon the non-delivery on a Sunday in the metropolis exclusively, which circumstance makes the Friday no out-port to London from this port, and compels the city correspondence to stand over here, as it must elsewhere.

2d. That the impression endeavoured to be created, that Southampton is a superior packet station to Falmouth, from the circumstance of a steamer now and then reaching that port, and enabling a solitary despatch to be delivered in London prior to the arrival of the regular mail previously landed at Falmouth, is erroneous, partial and ill-founded, for the following reasons:

1st. The delivery of a single letter, *viâ* Southampton, and not passing through the General Post Office, but conveyed express to the secretary or manager of the interested company, does not at all imply that the bulk of the letters, which of necessity must be sorted and taxed, occupying time, varying from two to six hours, could be simultaneously taken to London and distributed, admitting there was even a mid-day or afternoon special delivery in the city.

2dly. Despatches are constantly conveyed to London from this port upon the arrival of the Peninsular and other Mails in anticipatoin of the ordinary Post-office deliveries, as continually proved by the second and even later editions of the London papers; therefore Southampton presents no advantages in this respect at all equal to, or even comparable with, Falmouth, whence expresses commonly reach London in the short space of 20 hours.

3dly. The occasionally quicker passage than usual of a steamer from Falmouth to Southampton, being entirely dependent on winds and weather, and other causes, can only be considered as an exception to, and not as forming, the general rule; therefore in nowise affecting the principle, which has been laid down, of certain land conveyance from an extreme Western port being infinitely preferable to uncertain Channel navigation to an Eastern one.

4thly. That at whatever place mails are landed, they must necessarily occupy the Post-office department a given time, and labour in assorting; a circumstance altogether overlooked by the public; and Falmouth possesses this pre-eminent advantage, that from its extreme Western position it becomes the port wherefrom letters for all parts of the kingdom can be despatched without retrogression, and without incurring any liability to the detention and risk which a Channel passage would naturally involve; to say nothing of the letters for the Western and Northern towns of England, and for Ireland in particular, having in such case to be carried needlessly beyond the earliest and readiest route to their destination.

3d. That it is an incorrect statement that the merchants and traders of London, as a body, really suffer inconvenience or injury by the detention or loss of time alleged to exist through landing of the mails at Falmouth; these statements entirely originate with, and are industriously put forth and circulated from time to time by, parties who are shareholders in the Peninsular and Oriental Steam Companies, and in the docks, railroad, and other establishments projected at Southampton, for the sole purpose of creating in certain quarters a prejudice and feeling against Falmouth, in order that their individual and conjoint interests may be benefited, should the change be accomplished in accordance with their own particular wishes; in aid of the object, private instructions are furnished to the commanders of the steam boats to push forward to Southampton instantaneously; the mails are landed here; hence it is, that the two fastest boats of the company, the "Lady Mary Wood" and the "Tagus," when arriving at Falmouth on a Friday morning, are (under the especial circumstances of favourable weather before alluded to) enabled occasionally to reach Southampton early in the following day; and of these exceptive cases, solely and exclusively, a partial and unfair colouring is put forth to the public.

In laying these remarks, and many more might be adduced, before their Lordships, I am commanded most respectfully to express a hope that they will give them that consideration which the Harbour Committee feel they are entitled to, in case any statement or memorial be got up and presented to their Lordships through the instrumentality of the parties alluded to; and I am further to beg their Lordships will be pleased to refer to the General Post-office in proof of the regularity and despatch exercised by its officials here on all occasions, under the arrangements as existing at present, which it is nevertheless presumed are not incompatible with advantageous alteration, so as still further to improve both the facility of transport to Exeter and beyond, and the earlier arrival of mails in the Metropolis, if considered expedient for the interest of the public by the Postmaster-general and by their Lordships; such alteration still further enhancing the superiority of Falmouth as a Western packet station.

I have, &c.

(signed) *Rob^t R. Broad,*
Mayor.

No. 43.

Letter from the Mayors of Plymouth and Devonport to the Hon. Sidney Herbert.

Sir, Plymouth, 19 August 1842.

THE councils of the borough of Plymouth and Devonport have been given to understand that no final determination has yet been made as to the port for the arrival and departure of the West India mail and other packets, nor as to the description of vessels by which that service shall be permanently carried on; and conceiving that the Port of Plymouth is admirably adapted as a station for these packets, whether Her Majesty's Government decide on the employment of steam or sailing vessels, the council are desirous, at a fitting period, to submit the pretensions of the port to the consideration of Government, in reference to whatever description of vessel may be decided on.

We beg, therefore, to request, on behalf of the councils, that when the conditions of the service shall have been finally determined, the Lords Commissioners of the Admiralty will be pleased to authorize such a communication to the councils of these boroughs as may enable them to submit evidence of the capabilities of the port for the purposes in question.

We have, &c.

(signed) *G. W. Soltan,*
Mayor of Plymouth.
Will^m Payne Billing,
Mayor of Devonport.

The Hon. Sidney Herbert,
Secretary to the Lords Commissioners of the Admiralty.

Correspondence with the Treasury.

No. 44.

To the Lords Commissioners of the Treasury.

The Memorial of the Mayor, Aldermen, Councillors and other Inhabitants of the Borough of Falmouth,

Showeth,

That your memorialists, and a great portion of the people of the county of Cornwall, have a deep interest in the subject recently under the consideration of a Select Committee of the House of Commons, respecting the port of departure and arrival of the West India mails, to which Committee was referred the Report of the Committee appointed by your Lordships to inquire into the comparative advantages afforded by different ports in the Channel for that service.

Memorial from the Mayor, &c. of Falmouth to the Lords of the Treasury.

That the Committee appointed by your Lordships recommended that Dartmouth should be selected as the port of departure and arrival of the West India mails, without reporting upon the comparative advantages of other ports in the Channel, except only that the land distance which the letters travelled to Dartmouth and Falmouth was stated to show relatively the time occupied; which statement was subsequently shown by your memorialists to be quite erroneous, and which error was admitted by the said Committee in their third Report.

That the Royal Mail Steam Company preferred a strong claim that Southampton should be made the port of departure and arrival for those mails, and urgently objected to Dartmouth being selected for that purpose, which they stated would be highly injurious to them, without being of any advantage to the public service; and that if Southampton were not allowed to be the port of departure and arrival, they would greatly prefer calling either at Plymouth or Falmouth for the purpose of embarking or disembarking the mails.

That from a circular letter addressed by one of the secretaries of the Treasury to several memorialists on this subject, it was inferred that the port of departure and arrival had been determined on, and that the question was decided. No remedy remained, therefore, to your memorialists, to avert the infliction of so great an injury to memorialists, and also to the public, except an appeal to the House of Commons, praying that an opportunity might be afforded to your memorialists of showing the erroneous opinions and conclusions of the Committee appointed by your Lordships, and the perfect adequacy of the increased accommodation afforded at the port of Falmouth to steamers of that large class and draft of water which are intended to be employed in this service.

The Committee of the House of Commons commenced the investigation by inquiring into the actual state of the contract between the Royal Mail Steam Company and the public, and in their first Report (ordered to be printed 15 June 1841), page 6, it is stated that, "in order to ascertain whether any selection had been made by the Lords Commissioners of the Admiralty of a port in the British Channel, from which the steam vessels would proceed with the mails on board, and had signified the same under the hand of their secretary to the Royal Mail Steam Packet Company, as stipulated by the contract, your Committee required the production of a copy of any such notification; but your Committee were informed that no such notice had been given. It therefore appears that no selection had hitherto been made on behalf of the public in a form to bind the Royal Mail Steam Company to any port for the departure and arrival of the West India Mails."

That the period fixed by the contract for the commencement of the service being the first of December next, or such earlier day as the contracting parties may mutually arrange, your memorialists and the landed proprietors interested in the prosperity of the port are proceeding with the utmost exertion to increase the accommodation in every respect of the steamers to be employed. They have already deepened a pool in the inner harbour, capable of receiving and supplying with coal several steamers of the largest size, where they may at all times be afloat; and intend to increase the dimensions of this pool to any extent that may be required; but they are anxious to be in a situation to consult with and ascertain the wishes of the Royal Mail Steam Company, as to any other accommodation in or in connexion with the port for the advantage of the public and the Company; and for this purpose your memorialists respectfully submit to your Lordships their request that Falmouth may be continued as the port of departure and arrival for the West India mails, within the terms of and in accordance with the contract.

In support of this application, your memorialists beg to refer your Lordships to the evidence of Edward Chappell, esq., a post captain in the Royal Navy, who is the marine superintendent of the Royal Steam Company, which is appended to the Reports of the Committee of the House of Commons, page 131, from which it appears, "that Dartmouth being selected as the port of departure and arrival of the West India Mails, would be injurious to the interests of the Company, without being of any advantage to the public."

In page 132, "That the Company have not seen the least reason to alter their opinion in this respect;"—"that the directors of the Company submitted to Government that either Falmouth or Plymouth would be preferable for the service; that they saw no reason to alter their opinion in this respect, but are more strongly confirmed in it; and that such is also the opinion of Captain Chappell."

That the evidence of Captain Chappell is so far satisfactory to your Lordships, as showing that the proposition of your memorialists is quite in accordance with the views taken by the contractors in this matter, Southampton being put out of the question; but your memorialists are enabled to urge a much stronger authority in the Reports of the Committee of the House of Commons (to which your memorialists have already referred), and from which is selected the following passages from page 6: "Your Committee have proceeded with the utmost diligence in the examination of witnesses to establish the capabilities and relative merits of the different ports for the service embraced by the House, and the subject of the contract before mentioned; but there are still many witnesses whom it will be proper to examine before they can be prepared to make a full report upon the matter referred to them. Your Committee have, however, thought it advisable, in order to avoid inconvenience to the public service, and without waiting till they have brought their proceedings to a close, to report the following resolutions as their opinion on the present state of the evidence:—

"First—Resolved, That, notwithstanding the port of Dartmouth has been recommended by the committee appointed by the Admiralty as the port of departure and arrival of the West India mail packets, this Committee are not prepared to recommend that Dartmouth should be selected for that service."

"Second—Resolved, That no disadvantage is likely to arise to the public from the continued use of the port of Falmouth for the West India mail service, as well by means of the packets now employed, as by the larger class of steam vessels to be employed by the Royal Mail Steam Company, until the relative merits of other ports shall have been fully investigated."

"Third—Resolved, That while it remains doubtful whether any material advantage would result to the public service by the removal of the West India mail packets from the port of Falmouth, it would not be proper to incur the expense (which must be considerable) of providing accommodation for the establishment necessary for the performance of the service at any other port."

That your memorialists respectfully submit, that the question never ought to have been, whether some port in the British Channel could not by an expenditure of money be adapted to the service? but the inquiry ought to have been, whether, under all the circumstances, there was in existence any port in the British Channel that possessed advantages for the public service over those of Falmouth, so superior as would justify Her Majesty's Government in the sacrifice of the large existing interests that had so long enjoyed, and were so deeply and materially involved in the question? This subject your memorialists submit has been effectually met by the Report of the Select Committee, "That the port of Falmouth is adequate to the service, and that it is doubtful whether any material advantage would result to the public service from a change of the port."

Your memorialists most respectfully take leave to impress upon your Lordships' consideration the striking circumstance, that since the Report of the Select Committee of the House of Commons, a very material and important change has taken place in the arrival and despatch of the mails to and from London, by the opening of the Great Western Railway from London to Bridgewater, which is further progressing towards completion at Exeter. In consequence of what has already been effected by the said railway, the mails from London arrive here in 24 hours, and are from hence delivered there in the same period.

This fact, your memorialists respectfully submit, sets for ever at rest the question of expedition in the mail delivery to and from London; no steamers that ever have, or probably ever can be built, can effect such expedition in the delivery at London, by proceeding to Southampton, Portsmouth, or any other port to the eastward, under all circumstances, throughout the year.

The mails that formerly used to arrive here at eight the following morning, are received here about the same hour the evening before, and the outward-bound packets that formerly were detained here until a late hour in the day, are now enabled to proceed with the mails on their voyage at as early an hour as the mails formerly arrived from London, and, if it were practicable to expedite the arrival here of the Northern mail, might proceed to sea several hours sooner.

The expedition already gained will be increased as soon as the railway is completed from Bridgewater to Exeter. When this is effected, and provided that Falmouth is continued as the port of departure and arrival of the mails, your memorialists are enabled confidently to state, that a railway from Exeter to Falmouth will be taken up by the landed proprietors and others in Cornwall, and proceeded on with the utmost expedition; all the necessary surveys and plans for that purpose having already been completed, under the able superintendence of Captain Moorsom.

The foregoing circumstances relative to the recent increased despatch of the mails to and from London were not taken into consideration, nor even contemplated, by the Select Committee of the House of Commons when they made their Report. Had they been aware of this increased expedition, there is great reason to believe that they would have strongly recommended that Falmouth should continue to be the port for the despatch and arrival of the mails; and your memorialists most respectfully submit that this selection cannot longer be delayed without great inconvenience to the contractors, injustice to your memorialists, and serious disadvantage to the public service; it being most desirable on every account

account that a question which has so long occupied and agitated a large portion of the public, should be set at rest for ever by the continuation of Falmouth as prayed for; and this your memorialists humbly submit your Lordships are now fully warranted in doing, upon public grounds alone, without reference to the interests of any individuals whatever.

Your memorialists therefore respectfully solicit your Lordships to notify to the Royal Mail Steam Company, in the manner required by the contract, that the steam vessels to be employed by the Company in the West India mail service, are to proceed with the mails on board from the port of Falmouth, and return from such ports in the West Indies as your Lordships may think fit to order, with the mails on board, to be delivered at said port.

And your memorialists will ever pray, &c.

(Signed on behalf of the memorialists),

Falmouth, 20 August 1841. *S. Blight*, Mayor. (L. S.)

No. 45.

2, Cowper's-court, Cornhill, London,
10 November 1841.

My Lords,

Letter from G. G. de H. Larpent, Esq. to the Lords of the Treasury.

THE Committee of the East India and China Association addressed your Lordships' Board on the 11th November 1840, and also the Right honourable the Chancellor of the Exchequer on the 30th of that month, with reference to the disadvantages which the correspondence between India and this country labours under, by Falmouth being continued the port for the landing and shipping the India mails.

In further corroboration of this fact they have now the honour to lay before your Lordships copies of two notes addressed to their chairman from the Peninsular and Oriental Steam Navigation Company, by which it appears that on the occasions therein alluded to, the letters might have been delivered in London two days sooner, had the steamers, which brought the passengers to Portsmouth and Southampton, brought the mails on also, without touching at Falmouth.

In conveying to your Lordships the dissatisfaction expressed by the East India trade at the existing arrangement, I am directed to state, on the part of the committee, that as far as their experience extends, which is now considerable, in the transmission of the mails by steamers, it is their decided opinion that Southampton or Portsmouth are the ports of all others best calculated, as regards expedition, for the receipt and departure of the Indian and Peninsular Mails.

I have, &c.

(signed) *G. G. de H. Larpent*,
Chairman.

To the Right honourable the
Lords Commissioners of Her Majesty's Treasury.

(Enclosure 1, in No. 45.)

Peninsular and Oriental Steam Navigation Company's Offices,
St. Mary Axe, 13 October 1841.

My dear Sir,

Enclosure 1, in No. 45.

THE "Oriental" arrived early this morning at the Motherbank, having left her mails at Falmouth, which cannot reach here before to-morrow; a practical proof of the absurdity of continuing that port for mail services conducted by steam.

I am, &c.

(signed) *B. M. Willcox.*

Sir G. G. de H. Larpent, Bart., M. P.,
&c. &c. &c.

(Enclosure 2, in No. 45.)

9 November 1841.

My dear Sir,

Enclosure 2, in No. 45.

THE "Great Liverpool" reached the Motherbank yesterday afternoon, having, according to contract, left her mails at Falmouth, which said mails will probably not reach London until to-morrow.

The "Tagus" reached Southampton last Saturday morning in time for the first train, having, according to contract, left her mails at Falmouth, and which only arrived (nor could arrive before) yesterday (Monday). We, the Company, were enabled to reply to our agents' letters on the same day per "Braganza." The public, receiving their letters on Monday, cannot reply until next Saturday.

I am, &c.

(signed) *B. M. Willcox.*

Sir G. G. de H. Larpent, Bart., M. P.,
&c. &c. &c.

COPY of TREASURY MINUTE, dated 16th November 1841, on the foregoing Letter.

TRANSMIT copy of this letter to the Postmaster-general, calling his attention to the statement of Mr. Willcox, that letters which arrived at Southampton on the Saturday morning reached London in time to be answered on the same day, while the mails which were left at Falmouth could not arrive in London before the Monday, and the public consequently could not reply to their letters before the Saturday after.

No. 46.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post Office, 19 February 1842.

Letter from the Postmaster-general to the Lords of the Treasury.

I HAVE the honour to inform your Lordships, in reply to Mr. Trevelyan's letter, dated the 19th November 1841, with copy of one from the East India and China Association, on the alleged delay of the correspondence between this country and India, in consequence of Falmouth being continued the port for landing and shipping the India mails, that the mails brought by the "Oriental," which arrived at Falmouth on the 12th of October, were landed at 9.15. A.M., being 4 hours and 42 minutes too late for the London mail, which leaves Falmouth at 4. 33. A.M., and arrives in London at six the next morning, taking 25 hours and a half to complete the journey; and, consequently, the letters were not delivered in London until the morning of the 14th; but, as this vessel is stated to have reached Southampton from Falmouth at 1. 45. A.M. on the 13th October, the consignee's letters were in time to go up to London by the Southampton day mail, and were received in the middle of the day on the 13th. The letters from Falmouth, as before stated, were not delivered in London till the next morning, but if the packet had reached Falmouth in time for the London mail, the letters would have been delivered a day sooner, and by the first morning delivery, instead of the mid-day delivery, by which the letters could have been received, if they had gone with the "Oriental" to Southampton, and there had been a sufficient interval to sort the correspondence between the arrival of the packet and the despatch of the day mail from Southampton to London. With respect to the North post to Bristol and Liverpool, the "Oriental" arrived at Falmouth 9 hours and 49 minutes before the time fixed for the despatch of this post, which leaves Falmouth at 7. 4. P.M.; consequently, there was ample time to sort the correspondence, for which essential duty, three or four hours must be allowed, at whatever port the mails may be landed, whether at Falmouth, Devonport, Dartmouth or Southampton; and the letters were delivered at Liverpool at 6.10. on the morning of the 14th of October, at the same time the correspondence was delivered in London. The same explanation applies to the "Tagus," which reached Falmouth at 6. 45. A.M. on the 5th of November, too late for the London mail, but in ample time for the post to the North, and, consequently, the letters were in London and Liverpool respectively at the same time on the morning of the 7th November, as they were, in the case of the "Oriental," on the morning of the 14th October; and the London letters, if sent *viâ* Southampton, could have been delivered by the mid-day delivery in London on the 6th, although the vessel arrived at Southampton scarcely in time to accomplish this object by the day mail.

In the case of the "Tagus," however, the intervention of Sunday, the 7th of November, prevented the delivery of the London letters until the morning of the 8th, thus detaining the delivery 24 hours, owing to no letters being distributed in London on Sunday.

Your Lordships will see that, in both cases, the packets arrived at Southampton in time for the day mail, and at Falmouth some hours before the despatch of the North mail, and just after the departure of the London mail.

But if the letters had met with any delay in reaching Southampton from the Motherbank, and had failed to save the day mail, no time would have been gained in the delivery of the London letters, and the letters for Liverpool, if sent by that route, would have been delivered on the evening of the 14th October; and 7th November respectively, too late in either case (even if the latter day had not been Sunday) for any business transactions, while by the North post through Bristol they reached their destination early in the morning of these days.

If the steam packets had arrived in Falmouth three or four hours before the despatch of the London mail on the 12th October and 5th of November, the letters would have been delivered in London on the mornings of the 13th and 6th of November instead of the middle of the day by Southampton; and if the arrival at Falmouth had been three or four hours before the departure of the mail to the North, the mails of the 12th October and the 5th of November would have been delivered in Liverpool on the mornings of the 14th October and 7th of November respectively, earlier than by Southampton, if the day-mail from thence to London had not been saved.

Whether the passages from Falmouth to Southampton were ordinary passages, and whether much time is lost in going to Falmouth instead of Southampton, I am unable to say; that question is rather one for the consideration of the Admiralty than of the Post Office; I think, however, that I am not far wrong in supposing that, under the same circumstances, namely, an arrival of the packet at either port with a sufficient interval for the despatch of the mails to allow the letters just landed to be forwarded, the circulation by way of Falmouth is the most rapid; when, however, the railroad is opened to Exeter, still greater rapidity could be obtained, especially if Dartmouth is selected as the packet station, as that port might then be connected with the day mail to Bristol, affording a 12 instead of a 24 hours'

hours' communication with the Metropolis, as well as a quicker communication with the North. I submit, however, that all these points are matters for the decision of your Lordships, with reference to the general convenience of the Empire, and I only mention them in this instance, in order to show that if Southampton, by means of the day mail, possesses certain facilities at present; in a very short period of time, Dartmouth or Plymouth might obtain still greater, when the railroad already in progress shall be finally extended to Exeter.

I have, &c.
(signed) *Lowther.*

No. 47.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

Memorial to the Lords of the Treasury from the Merchants, &c. of Liverpool.

We, the undersigned merchants, bankers, ship-owners and other inhabitants of the port of Liverpool, observing with much satisfaction the measures adopted by Her Majesty's Government, for the more speedy conveyance of the mails to different parts of the world, through the instrumentality of steam navigation, and having experienced the regularity and advantage to the kingdom generally, arising from the improved intercourse with Nova Scotia and the United States, by the establishment of the Government line of steam packets from Liverpool, beg leave respectfully to suggest to Her Majesty's Government the propriety of further extending the usefulness of the same port, as a packet station, by directing the West India mails to be also despatched from Liverpool; the undersigned being impressed with the conviction that, independently of securing thereby that unity of purpose which is so desirable in the arrangements of Government, the port of Liverpool, through the medium of its railways, and steam navigation coastwise, and to Ireland and Scotland, has become for all purposes of colonial and foreign intercourse the centre of the United Kingdom, besides possessing the peculiar advantage of affording to steam vessels every possible dock accommodation, and the means of supplying themselves with fuel on the most reasonable terms.

(Received 7 May 1841.) (Signed by 158 Persons.)

Copy of Treasury Minute, dated 10 May 1841, on the foregoing.

Write to the parties, that the House of Commons having been pleased to appoint a Committee to consider the subject of the West India Packet Station, it will be for the parties to consider the propriety of making their application known to that Committee. Add, however, that as the present contract with the West India Mail Company contains the condition that the packets shall depart from a port in the British Channel, My Lords are of opinion that Liverpool is precluded from being the port selected for that purpose, unless the consent of the Company can be obtained.

No. 48.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the Council of the Borough of Liverpool,

Showeth,

Memorial from Council of Liverpool to the Lords of the Treasury.

That your memorialists fully appreciate the great advantage of the speediest communication between the mother country and her West India Colonies.

That your memorialists submit that Liverpool possesses, in a greater degree than any other port all the essentials for the departure and arrival of mail steam-packets.

That, most centrally placed for Great Britain and Ireland, it commands direct and rapid communication with all parts of the kingdom, by means of the railroads with Manchester, Leeds, Hull, Preston, Lancaster, Bolton, Birmingham and London, and steam-boats plying daily with Glasgow and Leith, and with Dublin, and the other principal ports of Ireland.

That it is the great outlet for all the manufacturing districts of the United Kingdom.

That its entrances are safe and commodious. The new channel, well lighted and buoyed, has received the unqualified approbation of the Trinity Board, and of Captain Beaufort, hydrographer to the Board of Admiralty. The security and convenience of this approach are best confirmed by the facts, that the Halifax mail packets regularly use this channel, and the Dublin mail packets leave daily at fixed hours, without the slightest detention.

That Liverpool has greater advantages in the building, repairing and equipment of steam vessels of any size, combined with the cheap and ready supply of fuel, than those possessed by any other port in the kingdom.

Your memorialists therefore pray that Liverpool may be appointed the West India mail-packet station.

Given under the common seal of the said borough.

(signed) *Thos. Bolton*, Mayor. (L. s.)
R. Radcliffe, Town Clerk.

(Received 11 May 1841.)

Reply the same as to the preceding Memorial.

No. 49.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The humble MEMORIAL of the Mayor, Aldermen and Burgesses of the Borough of Liverpool,

Showeth,

Memorial from the Mayor, Aldermen, &c. of Liverpool to the Lords of the Treasury.

THAT in the last Session of Parliament a Select Committee was appointed on the port of departure and arrival of West India mails.

That this Committee proceeded to consider the ports in the following order:—Falmouth, Devonport and Plymouth, Dartmouth, Southampton, Portsmouth, Bristol, Liverpool, Cork; and

That the Committee reported as follows:—

"Your Committee have proceeded with the utmost diligence in the examination of witnesses to establish the capabilities and relative merits of different ports for the service embraced by the Order of The House, and the subject of the contract before mentioned; but there are still many witnesses whom it will be proper to examine before they can be prepared to make a full report upon the matters referred to them. Your Committee have, however, thought it advisable, in order to avoid inconvenience to the public service, and without waiting till they have brought their proceedings to a close, to report the following resolutions as their opinion upon the present state of the evidence."

"1st. Resolved,—That, notwithstanding the port of Dartmouth has been recommended by the Committee appointed by the Admiralty as the port of departure and arrival of the West India mail packets, this Committee are not prepared to recommend that Dartmouth should be selected for that service.

"2d. Resolved,—That no disadvantage is likely to arise to the public from the continued use of the port of Falmouth for the West India mail service, as well by means of the packets now employed, as by the larger class of steam packets to be employed by the Royal Mail Steam Company, until the relative merits of other ports shall have been fully investigated.

"3d. Resolved,—That while it remains doubtful whether any material advantage would result to the public service by the removal of the West India mail packets from the port of Falmouth, it would not be proper to incur the expense, which must be considerable, of providing accommodation for the establishment necessary for the performance of the service in any other port.

"Your Committee further submit to The House the evidence they have already taken, and they will continue to proceed with the inquiry committed to them by The House."

That the further proceedings of the Committee were superseded by the dissolution of Parliament.

That, upon the evidence before the Committee, your memorialists submit, it was clearly established that the appointment of the port of Liverpool as the port of departure and arrival of the West India mails, would be attended with greater advantages to the mercantile community and to the interests of the United Kingdom in general, than the appointment of any other port whatsoever.

That, in support thereof, your memorialists crave leave to refer to the subjoined extracts from the Report of the evidence taken by the Committee, as the same was laid before the House shortly before the termination of the last Session.

Your memorialists therefore humbly pray, that any expense in adapting any other port for such station may be abstained from at present, and that your Right honourable Board will use such means as to your wisdom may appear proper for obtaining the appointment by the Honourable House of Commons of a Committee to take up, proceed with, and finally report upon the inquiry delegated to the Committee of the last Session, and remaining unfinished.

And your memorialists will ever pray.

Given under the common seal of the said borough, this 29th day of September 1841.

Thomas Bolton, Mayor. (L.S.)

Sealing attested by *R. Radcliffe*, Town Clerk.

No. 50.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the undersigned Manufacturers, Tradesmen, and other Inhabitants, of the Manufacturing Districts of the County of Gloucester, and resident in the Towns of Dursley, Uley, and adjacent Parishes of Cam Coaley and North Nibley,

Showeth,

Memorial from Manufacturers, Tradespeople and Inhabitants of Gloucester to the Lords of the Treasury.

THAT your memorialists have regretted to learn that the port of Bristol, contiguous to and late forming part of the county in which your memorialists reside, has been excluded from consideration in the late selection of ports made by Her Majesty's Government for the station of steam mail-packets to the West Indies.

That

That your memorialists are led to believe that the port of Bristol presents many advantages not offered by ports in the British Channel for the conveyance of mails by steam, either to the West or South, which a fair examination of the merits of that port would prove.

That your memorialists having perceived that a conveyance of mails by steam is intended to South America, earnestly trust that the port of Bristol may be selected for that purpose, as presenting advantages and offering a stimulus to the industry of the manufacturers of woollen cloths in the ready exportation of that article.

Your memorialists submit, that as the port of Bristol is connected immediately with the west and midland counties of England, and as Falmouth, Dartmouth and Liverpool are reaping the advantage of contracts from Government of this description, that the same may be extended to the great emporium of the West, and natural port of exportation for so considerable a portion of the empire.

(Received 6 March 1841) (Signed by 88 Persons.)

No. 51.

To the Lords Commissioners of Her Majesty's Treasury.

Memorial from Gentlemen, &c. of Thornbury to the Lords of the Treasury.

We, the undersigned gentlemen, merchants and others interested in the extension of trade, and in the export of British and Irish manufactures to South America, most respectfully beg to call the attention of your Lordships to the present and long past irregularity and delay in the packet service, and in the transmission of the public mails to the several ports of the Brazils and the River Plate, to the manifest disadvantage of this country at large, and to the sensible loss of those most especially engaged in those trades.

We venture to approach your Lordships with our petition, that your Lordships will be pleased to perfect the system which Her Majesty's Government introduced of conveying the public mails by steam, by the early adoption of those means for the transmission of the public mails to Brazils and South America.

We need scarcely remind your Lordships that the trade with those countries ranks next in commercial importance to this country to that with the United States, nor that, unless our prayer be attended to, it will form the only exception to the careful protection of Her Majesty's Government.

We further crave permission to point out to your Lordships the expediency of causing these or other Western mail steamers to arrive at and depart from the port of Bristol, and we shall stand acquitted of selfishness in this request, since it will be found to be the most generally convenient to the trading and manufacturing interests of all the country for the transmission of Western and South American Atlantic mails, both by reason of its position with reference to the chief towns of these countries, its contiguity to the open sea, the extreme cheapness and goodness of the inexhaustible coals in its immediate neighbourhood, and the now nearly perfected state of the railroad communication with the greater portion of the trading communities of the empire.

(Received 9 March 1841.) (Signed by 199 Persons of Thornbury.)

[*The Papers relating to the decision of the Treasury in favour of Southampton are already before The House, in the printed Paper, No.* 332, *of the present Session.*]

No. 52.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the Inhabitants of the Town of Falmouth, in the County of Cornwall, and its Vicinity,

Humbly showeth,

Memorial from the Inhabitants of Falmouth to the Lords of the Treasury.

That your memorialists have learnt with extreme surprise and regret, that it is the intention of your Lordships to withdraw altogether the steam-packet establishment from Falmouth, as a port of arrival and of departure for the foreign mails, and to fix on Southampton as the station for that purpose; such a step being contrary to the recorded opinion of high nautical authorities, and of a Select Committee of the House of Commons specially appointed to investigate the subject.

That your memorialists feel it their duty to bow to any decision of the Government which shall embrace real advantages to the public, however injurious to local or private interests; but they respectfully submit that, while the most ruinous effects will be produced upon the town of Falmouth and its neighbourhood, no such advantages can, by any possibility, result from the change in question.

That Falmouth is better adapted than any other on the coast of England to be the port of arrival and departure for steam as well as for sailing vessels; that there are great delays and risks inseparably attendant on Channel navigation, particularly in the winter months; and

that the rapidity and certainty of land conveyance are now so far accomplished, that it occupies at this moment but 19 hours' time to convey the mails between London and this extreme Western point, which, in the course of the next year, will be reduced to 18 hours, or even less, on the railroad being completed to Exeter.

That your memorialists, in common with the country at large, cannot but be impressed with the extreme uncertainty of the West India Steam-packet Company being able to carry on its operations for a much longer period, and that it has hitherto altogether failed to realize the expectations of the public.

That the frequent necessity of their vessels being coaled at this port, to enable them to proceed up Channel, after landing their mails from abroad, proves the extremely favourable position of Falmouth; and that a failure of time in the due and regular transmission of the correspondence of the country, both outward and homeward, must assuredly take place, from the prevalence of strong winds in the English Channel, if any Eastern port is selected as the future station.

Your memorialists, therefore, humbly submit, that these are grounds upon which they may successfully plead that a change should not be attempted.

Lastly, your memorialists beg most respectfully to impress upon your Lordships, that a negotiation is at this moment in progress for forming a company to construct a railway from Exeter to this port; an object universally admitted to be of great national importance, but which they fear may be frustrated, if the contemplated change of the packet station be adopted.

Your memorialists, however, venture to express their hope that your Lordships will re-consider your decision on this injurious measure, and afford your memorialists a personal interview, through a deputation specially appointed, to enable them to lay before your Lordships other evidence and proofs in support of the justice of their case.

And your memorialists, as in duty bound, will ever pray, &c.

Dated 1st day of June 1843.

Signed on behalf of the Meeting,
Joseph Fox, Mayor.

No. 53.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Mexican and South American Association of Liverpool,

Respectfully showeth,

Memorial from the Mexican Association to the Lords of the Treasury.

THAT your memorialists have learned that an intention exists on the part of your Lordships to withdraw the steam-packet establishment from Falmouth, and to make Southampton the future port for landing and embarking the mails.

That your memorialists, with all respect to your Lordships, solicit that this proceeding may be suspended, until it be fairly made out that the contemplated change would be to the advantage of the public generally, and more particularly until it be ascertained whether the proposed plan for extending the line of railway from Exeter to Falmouth will be carried out; an extension which would make Falmouth by far the most desirable packet station for the whole kingdom.

Your memorialists, therefore, pray, that the projected alteration may not be carried into effect until all parties interested have had the opportunity of being fully heard on the subject.

(signed) *Wm. Cochrane*,
Chairman.

Liverpool, 12 June 1843.

No. 54.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Merchants of Liverpool,

Humbly showeth,

Memorial from the Merchants of Liverpool to the Lords of the Treasury.

THAT your memorialists have learnt that an intention exists on the part of your Lordships to withdraw the steam-packet establishment from Falmouth, and to make Southampton the future port for landing and embarking the mails.

That your memorialists, with all respect to your Lordships, solicit that this proceeding may be suspended, until such time as a case can be fairly made out that the contemplated change would be to the advantage of the public generally.

That your memorialists have no wish to advocate the cause of one town at the expense of another, but conceive that such change should not be permitted to take place, unless some public benefit can be pointed out therefrom, and at least adequate to the local injury which it will involve.

Your memorialists therefore pray, that the projected alteration may not be carried into effect until those interested in retaining the establishment at Falmouth have had an opportunity of bringing their case under the notice of your Lordships.

And your memorialists, as in duty bound, will ever pray.

(Received 16 June 1843.) (Signed by 108 Persons.)

No. 55.

No. 55.

Peninsular and Oriental Steam Navigation Company's Offices,
51, St. Mary Axe, London, 17 June 1843.

Sir,

In reply to your letter of the 15th instant, I beg to hand to you enclosed a printed paper that was laid before a meeting held last year on the subject referred to, and at which several Members of Parliament and gentlemen connected with Falmouth were present. If you would wish the statement carried down to the present time, I shall have much pleasure in forwarding it to you, but it will occupy some time in making up.

Letter from J. Allan, Esq., to Sir George Clerk, Bart.

I have, &c.

(signed) *Jas. Allan*, Secretary.

Sir George Clerk, Bart.
&c. &c. &c.

(Enclosure in No. 55.)

Acceleration of East Indian Mails.

The following details show, that if Southampton were made the port for landing and embarking the East Indian mails, a saving of from one to two days would be effected in the delivery of the homeward mail, and one day more would be given for making up the outward mail in London.

Enclosure in No. 55.

Homeward Mail.

Comparative Statement, showing the Saving in Time which would have been effected in the Delivery of the East Indian Mails, in the under-mentioned instances, if they had been brought to London *viâ* Southampton direct, instead of *viâ* Falmouth.

	Steamer arrived at the Motherbank (after calling at Falmouth).	Letters delivered in London (from Falmouth).	Letters would have arrived in London, if the Steamers had come direct to the Motherbank, and landed their Mails.
Oriental - - -	June 7, at 8 A. M. -	June 8 - -	June 6, at midnight.
Great Liverpool - -	July 6, at 4 P. M. -	July 7 - -	July 6, at 8 A. M.
Oriental - - -	August 4, at 8 P. M. -	August 5 -	August 4, at noon.
Great Liverpool -	Sept. 8, at 4 P. M. -	September 9 -	Sept. 8, at 8 A. M.
Oriental - - -	October 13, at 1 A. M.	October 14 -	October 12, at 5 P. M.
Great Liverpool - -	Nov. 8, at 8.30 P. M. -	November 9 -	Nov. 8, at 30 P. M.
Oriental - - -	Dec. 10, at 6 A. M. -	December 11 -	Dec. 9, at 10 P. M.
Montrose - - -	January 19, 6.30 A. M.	January 19 -	Jan. 18, at 10.30 P. M.
Oriental - - -	February 9, at 11 P. M.	February 11 -	Feb. 9, at 3 P. M.
Great Liverpool - -	March 14, at 3 P. M. -	March 15 -	March 14, at 7 A. M.
Oriental - - -	April 9, at 1 P. M. -	April 11 -	April 9, at 5 A. M.

Note.—In calculating the time at which letters would arrive in London, if brought to the Motherbank direct, the saving in the length of the voyage by the vessels not having to call at Falmouth is taken into account. It is found that the increased distance run from the angle made in having to go into Falmouth, the loss of time in entering that harbour in dark weather, and the subsequent detention there, altogether delay the vessel's arrival at the Motherbank on an average at least 12 hours beyond the time at which they would arrive if their course were shaped from Ushant direct.

Outward Mail.

At present the mails are made up and despatched to Falmouth from London on the last day of the month; if the mails were embarked at Southampton instead of Falmouth, the letters need not be despatched from London until the evening of the 1st of the month, as will be seen by reference to the following scheme:—

Falmouth, to a point 35 miles W. of Ushant, is 113 miles, or 12 hours 35 minutes steaming, at nine miles per hour.

The steamer, starting as at present from Falmouth, 2d of the month, at 3. 30 P. M., would arrive off Ushant 3d of the month, at 4. 5 A. M.

Southampton, to a point 10 miles W. of Ushant, is 220 miles, or 24 hours 28 minutes steaming, at nine miles per hour.

The steamers would start from Southampton 2d of the month, at 3. 37 A. M. with the mails of the preceding evening, and would arrive off Ushant on the 3d, at 4. 5 A. M.

The foregoing detail equally applies to the West India mail outward.

ACCELERATION in delivery of the Peninsular Mails.

STATEMENT, showing Instances in which the Reports and Returns, &c. of the Peninsular and Oriental Steam Navigation Company's Agents, brought by the Peninsular Steamers to Southampton, have been delivered in London in time to acknowledge receipt of the same by the Outward Steamer of the same Evening; also, showing Time of Delivery in London of Mails by the same Steamers landed at Falmouth, and Time at which the said Mails would have arrived in London if brought to Southampton direct.

Steamer arrived at Southampton (after calling at Falmouth.)	Returns, &c. of the Company's Agents received in London.	Letters delivered in London from Falmouth.	Letters would have arrived in London if brought to Southampton direct.
1841:			
March 27, at 11 A. M.	March 27, at 2.30 P.M.	March 29	March 27, at 1 A. M.
June 19, at noon	June 19, at 4.30 P. M.	June 21	June 19, at 2 A. M.
August 14, at 9 A. M.	Aug. 14, at 0.30 P. M.	August 16	August 13, at 11 P. M.
Sept. 11, at 7.30 A. M.	Sept. 11, at 0.30 P. M.	September 13	Sept. 10, at 9.30 P. M.
October 9, at 9.30 A. M.	Oct. 9, at 2.30 P. M.	October 11	Oct. 8, at 11.30 P. M.
Nov. 6, at 3 A. M.	Nov. 6, at 10.30 A. M.	November 8	Nov. 5, at 5 P. M.
Dec. 4, at 10 A. M.	Dec. 4, at 2.30 P. M.	December 6	Dec. 3, at midnight.
1842:			
January 15, at 1.15 P.M.	Jan. 15, at 6.30 P. M.	January 17	Jan. 15, at 3.15 A. M.
February 19, at 2 P. M.	Feb. 19, at 6.30 P. M.	February 21	Feb. 19, at 4 A. M.
March 5, at 8.30 A. M.	March 5, at 1 P. M.	March 7	March 4, at 10.30 P. M.
March 19, at 8.15 A. M.	March 19, at 0.30 P.M.	March 21	Mar. 18, at 10.15 P. M.
April 2, at 6.30 A. M.	April 2, at 2 P. M.	April 4	April 1, at 8.30 P. M.
April 23, at 10 A. M.	April 23, at 3 P. M.	April 25	April 22, at midnight.
May 7, at 11 A. M.	May 7, at 5 P. M.	May 9	May 7, at 1 A. M.

Note.—In calculating the time in which letters would arrive in London, if brought to Southampton direct, the saving in the length of the voyage by the vessels not having to call at Falmouth is taken into account. It is found that the increased distance run from the angle made in having to go into Falmouth, the loss of time in entering that harbour in dark weather, and the subsequent detention there, altogether delay the vessel's arrival at Southampton on an average at least 13 hours beyond the time at which they would arrive if their course were shaped from Ushant direct.

No. 56.

FALMOUTH PACKET CASE.

To the Right honourable Sir Robert Peel, Bart., &c. &c. &c.

Statements submitted to Sir Robert Peel, Bart., in favour of Falmouth.

THE deputation which, on Friday last the 16th inst., had the honour to present itself to the First Lord of the Treasury, embraced a representation of some of the most important interests of the United Kingdom, including the Northern and Western Districts, and comprising the following noblemen and gentlemen:—

Lord Wodehouse.
Lord Sandon, M.P., Liverpool.
Sir Howard Douglas, M.P., Liverpool.
Richard Blakemore, Esq., M. P., Wells.
John Philpotts, Esq., M.P., Gloucester.
H. Broadwood, Esq., M. P., Bridgewater.
T. S. Forman, Esq., M. P., Bridgewater.
Hon. G. Berkeley, Esq., M. P., Gloucestershire.
Ed. Woodhouse, Esq., M. P., Norfolk.
J. S. Trelawney, Esq., M. P., Tavistock.
Sir Charles Lemon, Bart., M. P., Cornwall.
E. W. W. Pendarves, Esq. M. P. Cornwall.
Lord Elliot, M. P., Cornwall.
W. Rashleigh, Esq., M. P., Cornwall.
J. Ennis Vivian, Esq., M.P., Truro.
E. Turner, Esq., M. P., Truro.
W. J. Praed, Esq., M. P., St. Ives.
Sir J. T. Spry, M. P., Bodmin.
Hon. Capt. Vivian, M. P., Falmouth.
Capt. Plumridge, M. P., Falmouth.

J. W. Freshfield, Esq., Messrs. Bond, W. Caral, R. R. Broad, and R. B. Fox, the Deputation from the town of Falmouth.

The following gentlemen were also personally represented:—

P. W. S. Miles, Esq., M. P., Bristol.
Hon. F. Berkeley, M. P., Bristol.
Sir Thomas D. Acland, Bart., M. P., Devonshire.

The deputation had the honour to state, that, as a matter of national as well as local importance, there existed the strongest reasons why Her Majesty's Government should not at present

present persevere in their intentions to transfer the Packet Establishment from Falmouth to Southampton, and on the following grounds:

First, Outward Communication.

The local position of Falmouth presents the greatest facilities for conducting this important department, unequalled by Southampton or any other eastern port, inasmuch as it is placed at the extreme south-western point of the kingdom, is accessible at all times of the tide, by night as well as by day, in the most tempestuous and in the mildest weather. Southampton, on the contrary, is situated at the head of a long, narrow channel, crowded with banks, and blocked up by the Isle of Wight, with nearly the whole length of the English Channel to be navigated before it can be approached. It therefore presents to every practical man the greatest objections, and, it is said, has elicited from one of the first naval officers of the day (Sir George Cockburn), the expression, that as to Southampton, it is quite out of the question as a packet station; but it is better understood by the practical fact, that out of 91 steam vessels arriving at Falmouth with the return mails between the 5th June 1842 and 9th June 1843, 35 entered the harbour between six in the evening and six in the morning; a circumstance which may be fairly contrasted with the statement made before the Shipwreck Committee on the 11th ultimo, by Captain Chappell, Secretary to the Royal West India Mail Packet Company, that one of their vessels (having landed the mail at Falmouth) was detained at the back of the Isle of Wight 16 hours of a dark night, firing guns and burning blue lights, expending from twenty to thirty tons of coal, without being able to procure a pilot to take her through the Needles; an event which must frequently be expected to arise, if Southampton, instead of Falmouth, become the port of arrival, whilst it stamps with absurdity the statement that any vessel could have saved 24 hours by passing the harbour of Falmouth.

Great uncertainty must necessarily occur in the arrival of steam vessels with the return mails, however short the voyage; and as a proof of that uncertainty, compared with land communication, the following statement is presented, that out of 55 steam vessels which came from Lisbon with the mails, from June 1842 to June 1843, there arrived, on Friday, 15; Saturday, 27; Sunday, 8; Monday, 4; Tuesday, 1. The calculated day of arrival at Falmouth being Friday, so that the greatest uncertainty and irregularity of sea communication, even by the best appointed steam-vessels, is unavoidable, whilst the journey by land can be calculated to a minute. This statement is further confirmed by the recorded fact, that repeated instances have happened of steam-vessels leaving an eastern port to receive the mails at Falmouth, although their time of arrival is fixed at Sunday noon, not being able to reach that port till long after the mails have been ready for embarkation on the Monday, and in many instances the mails have been detained for the arrival of the required vessel for many hours, because she could not get down Channel against a strong south-west wind.

Second, Land Communication.

As soon as the vessel anchors at Falmouth, she is visited by the pratique officer, and her mails are immediately landed; at the packet-office they are opened and sorted, and from that point the correspondence diverges to all parts of the United Kingdom direct. To London the foreign correspondence is now conveyed in 19 hours, and in June 1844 it will be conveyed in 18 hours, and to Bristol in 13 hours; the intermediate letters for Exeter, Bristol, Wales and Ireland not being conveyed to London, and thence transmitted, the correspondence to those parts of the empire is dropped by the way, and all parts of the kingdom have by this means equal advantages. If this arrangement be altered, and all the correspondence for the kingdom be carried to London *viâ* Southampton, it must be retarded by the delay incident to Channel navigation, the vessels being exposed to all the vicissitudes of winds and weather. On arrival, they must receive pratique at the Motherbank, or a new establishment be formed at Southampton for this purpose, which by day must occasion the loss of many hours, and at night not take place at all. The time, therefore, may be extended to days in conveying the mails to London, but cannot be accomplished from a point off Falmouth to the General Post-office in less than 30 hours, average time. This shows, that placing the mail at such point off Falmouth, the journey by land will be, on an average, 12 hours less time reaching London than by the Channel and Southampton. Thus, if a vessel arrive at Falmouth at nine A.M., and the mails do not wait to be assorted, they arrive in London in time to be assorted and distributed at the morning delivery; by Southampton the same mail could not arrive in London till three the next afternoon, too late for the afternoon's general delivery. So far as it regards Bristol (which will also affect Wales and the South of Ireland), the difference will be much greater, as appears by the following calculation; viz.—

Falmouth to Exeter	10	
Exeter to Bristol	3	
		13 hours.
Off Falmouth to London	30	
London to Bristol	5	
		35 hours.
Less time by way of Falmouth		22 hours.

And as regards Liverpool (including the North of Ireland, the North of England, and all

Scotland), the following differences will occur on the completion of the railway in June 1844:—

Falmouth to Exeter - - - - -	10	–	
Exeter to Bristol - - - - - -	3	–	
Bristol to Birmingham - - - - -	4	–	
Birmingham to Liverpool - - - -	4	30	
		21	30 hours.
Off Falmouth to London - - - -	30	–	
To Birmingham - - - - - -	4	45	
Liverpool - - - - - -	4	30	
		39	35 hours.
Difference in favour of Falmouth - - -		17	45 hours.

It must be also recollected that every place in England has its blank post-day with respect to London; and if, therefore, the packet arrive at Southampton on a blank post-day, the letters must be delayed there or at the General Post-office, as they cannot be despatched or distributed until the Monday. But, although the packet arrive on the Sunday at Falmouth, the letters being immediately assorted, are, without delay, forwarded to Liverpool, as well as to all other parts of England; there being with respect to them no blank post-day, giving to every other place an advantage even over London itself of at least 24 hours. It is, however, somewhat remarkable, that out of 91 arrivals of steam packets at Falmouth, only 16 have arrived on the Friday, the London blank post-day.

Much mistake has arisen from the unfounded notion that when the mails are brought by packet, they may at once be distributed; this leads to a serious misconception of the whole question. The fact being that the mails are received from the various foreign offices in a confused mass, and must undergo a sometimes lengthened assorting before they can be distributed; this assorting must take place either at Falmouth, Southampton or in London, and time must be allowed for it. The arrival of passengers in London before the mails does not therefore bear upon the question to the extent it is attempted to be shown. The passengers by a mail coach may be hours with their family or friends before the letters are delivered which came by the same conveyance. The mails must be assorted, and stay the time for their regular delivery. It is not many days since the evening papers announced that the Acadia steam-packet had arrived at Liverpool from Halifax the night before; but as the letters had not been delivered, they had published the news, with which they had been kindly favoured by the British and American Coffee-house in London; proving that, with all the advantage of a complete railway communication, passengers will inevitably, on some occasions, reach their destination before the letters are distributed.

The deputation believe it has been represented to the General Post-office that great acceleration would take place by a slight alteration of one of the mails now leaving Falmouth, and entirely remove the objection that if the packet arrive just after the London mail has left, the letters are retarded 24 hours, there being no second-day mail. This alteration it is proposed to effect in the following manner: there is at present a morning mail from Bristol to London, leaving the former place at 8.20 A.M. If, therefore, the North mail, which now leaves Falmouth at 8 P.M., were to leave at 5 P.M., travelling at the same pace as the Quicksilver now does, it would reach Bristol at 7 A.M., and, allow one hour and 20 minutes for sorting, would be ready for the morning mail, and by this trifling and inexpensive accommodation, would remove all the complaints which at present exist, and afford a second-day mail to arrive in London at 1.10 P.M.

As it is, the correspondence is conveyed to the North with equal rapidity as it is to London; and if the whole be carried thence by way of Southampton, then Bristol, Liverpool, Manchester, Scotland, Ireland and Wales must be thrown always a day behind London, and have their foreign correspondence retarded occasionally to a lengthened period, merely for the purpose of giving to London the privilege of centralization.

The deputation here beg leave to refer to a case which occurred on Saturday last. The Trent West India steam-vessel, and the Liverpool Peninsular steam-vessel both arrived at Falmouth on that day in time for the mails to be forwarded to the Northern districts, reaching Liverpool on Sunday evening. If these mails had been forwarded *viâ* Southampton to London, they would not have reached Liverpool until Monday evening, too late for the business of that day.

Third, the Outward Mails.

All that has been hitherto advanced by the deputation has reference to the return mails alone. As to the outward mails, it is presumed there can be no question but that Falmouth is by far the most eligible port for transmission.

The merchants of London, as well as other places, close their business, and despatch the correspondence, after Exchange hours in the evening; therefore, leaving London at 9 P.M., the mail must arrive at Southampton at midnight, where, from the difficulties of navigation, the vessel must remain until daylight will enable her to depart. During this time, and whilst she is making her uncertain progress down Channel, the mails by land would be proceeding westward to Exeter at the rate of 30 miles per hour, and afterwards at the rate of 10, until they reach a Western port at 4.30. in the afternoon, whence they can be immediately embarked.

By Southampton the mail cannot, under the most favourable circumstances of wind and weather in the summer months, reach a given point in the entrance of the Channel, parallel to

to Falmouth, sooner than 5 A.M. of the second morning after leaving London. At which time the mails, by way of Falmouth, would be 100 miles to the westward, clear of the gales and tides of the Channel; but when retarded by the south-west gales and dark nights of the winter months, this difference must be doubled in favour of Falmouth.

This more especially regards London; but if the outward mails from Liverpool, Manchester, and all those now accumulated at Bristol be considered, it is obvious that the merchants of those districts must be deprived of generally one, and sometimes two days in the closing of their correspondence; for instead of transmitting it direct to Falmouth, to meet the steam packet there, they must send it first eastward to London, to be carried westward again.

Why, therefore, the outward correspondence should be subjected to all this delay, it would be indeed difficult to discover, except we look to the motives of those who are interested alone in the vessels, and not at all in the duty they are required to perform.

Instances have repeatedly occurred in which the steam vessels, after having left, have been compelled to return to Falmouth from sustaining injury to the machinery, or from stress of weather, although they have proceeded in some cases as far as the Bay of Biscay. At Falmouth, the West India steam-vessels in particular prepare themselves for their long and anxious voyage; here they have hitherto replenished their stock of coal; and out of 28 vessels belonging to the Company, which have hitherto left England, 21 have received 643 tons; notwithstanding which, several of them have found their stock insufficient, and some, therefore, have been obliged to burn their spare spars to enable them to reach their destined port. The vessels of the Company have gladly availed themselves of Falmouth on their return; for although in the English Channel, and so near the ultimate port, out of 22 which have so returned, 13 have received 468 tons to enable them to reach Southampton, some of them not having sufficient coal left to steam them even into Falmouth harbour.

Hitherto this Steam Company have presented nothing but an experiment; and it is publicly announced that this month they have commenced a new route; it being well known that hitherto they have most signally failed in all they have attempted; and it is reported that they are now rather desirous than otherwise that there should be no alteration. If, therefore, they be as unfortunate this year as they were during the last, it would seem calculated to aggravate the difficulties of the Government in making a new arrangement if they should have transferred the packet station.

Fourth, the Cornwall Railroad.

Great efforts have been employed, and immense capital expended, in carrying the Great Western Railway so far as Exeter; and those interested in it are parties who will be much injured by the comtemplated change, but it is obvious to all who reflect on the subject, that, considering the mass of Transatlantic commerce, England cannot be content with a railway terminus at Exeter. There can, indeed, be but one opinion; viz., that the terminus must rest upon the margin of the Atlantic; and thus the great arterial lines will be completed, and a continuous communication be opened from the shores of the Western Ocean to the Northern Sea.

To this object Cornwall has been long directing its attention, and for its accomplishment various efforts have been put forth, until lately, by the great reduction in the materials for construction, the redundancy of labour, and the change in the value of money; but little prospect presented itself of attempting this important measure.

Difficulties are, however, beginning to disappear, and at this moment means are in operation, with some prospect of immediate success, for the early completion of this truly national work. A railway from London to one of the finest mercantile ports in the world, ought to be encouraged by the British Government. In France the Government would do that which a distant province might not be able to do for itself. It is, therefore, earnestly submitted to Her Majesty's Government, that if it cannot afford its pecuniary aid, at least it will not adopt, at this moment, a course which will do more to contract the efforts of those who are striving to carry out this important measure, than any other step that could be devised. The deputation, therefore, presume they have made out a case which cannot be refused the serious consideration of the Government. Assured that at present, notwithstanding the private representations of interested parties, not only London, but all other parts of England, will be greatly, if not irreparably, injured by the adoption of an Eastern instead of a Western port for the packet station.

London, 20 June 1843.

Falmouth, 4 July 1843.

Further Statements submitted to Sir Robert Peel, Bart, in favour of Falmouth.

The Falmouth Deputation have the honour to lay before Sir Robert Peel the accompanying statement, in addition to what they have already presented, and trust the clearness with which the advantages of Falmouth are thus practically set forth, will greatly avail them in the decision of Her Majesty's Government.

On behalf of the Deputation,
(signed) *Henry Pond.*

The Clyde steamer from the West Indies, and the Pacha from the Peninsula, reached Falmouth on Saturday morning the 1st July, and it is assumed that neither of the vessels could by any possibility have reached Southampton on that day, so as to land their mails and get them to the General Post-office in time for delivery; they would therefore have been

been in the General Post-office till the usual delivery on Monday left for the country. The contrast between landing those mails at Falmouth and at Southampton is thus more strongly shown than by any other circumstance.

The letters by these mails —

Reached Exeter from Falmouth at seven P. M. (Saturday) -	Losing
By Southampton they would have reached at five A. M. (Tuesday)	58 hours.
Reached Bristol from Falmouth at one A. M. (Sunday) - - -	
By Southampton they would have reached at two P. M. (Monday)	37 hours.
Reached Birmingham from Falmouth at 10 P. M. (Sunday) - -	
By Southampton they would have reached at two P. M. (Monday)	16 hours.

The loss of time, therefore, would be to Exeter, and all places in the West, two-and-a-half days; to Bristol and all places dependent, including the South of Ireland, one-and-a-half days; to Birmingham, including Liverpool, Manchester, Glasgow and the North of Ireland, 16 hours, or a whole business day.

These calculations are made upon the present broken communication, but will be greatly altered on the completion of the railway lines next year.

It is therefore observable, that the mails being delayed at the General Post-office during the whole of Sunday, they would not be forwarded to any place not having a day mail until Monday evening, thereby losing, in addition to any accidental delay of the sea voyage, from five A. M. Sunday morning until nine P. M. Monday evening, or 40 hours.

No. 57.

MEMORANDUM in reference to Statement headed "Falmouth Packet Cases," dated 20 June 1843.

Memorandum in reference to Statement headed "Falmouth Packet Cases."

1st. FALMOUTH Harbour, its facilities, easiness of access, and commodious position.

Since the Peninsular and Oriental Steam Navigation Company's vessels have called at this port, they have had ample experience of the disadvantages of Falmouth harbour. Instances have occurred very frequently, particularly in the winter, of their vessels being unable to enter Falmouth harbour, or to leave it with safety, and considerable detention has occurred in consequence. The following are cases in point:

Royal Tar, 17 October 1841, unable to get into Falmouth harbour, in consequence of thick weather; detained 24 hours.

Tagus, 1 April 1842 - - ditto - - ditto.

Ditto - ditto - detained seven hours.

Many other and more recent instances can be given, if required.

There have been two or more instances of the West India Steam Navigation Company's boats having run direct to Southampton, in consequence of their being unable to make Falmouth at all.

The following is conceived to be the general opinion of all experienced nautical men respecting Falmouth:

"As to making the land in dark hazy weather, particularly from the S. W., I know no place so bad as the Lizard, inasmuch as its being a point, the slightest deviation of the course (caused by a greater or lesser current than allowed) either one way or the other, might lead the vessel to the westward of the Land's End, or so far to the eastward as to occasion great loss of time to get back to Falmouth, more particularly with strong westerly winds."

2d. Alleged difficulty of access to Southampton.

This is a mere delusion; the Peninsular and Oriental Steam Navigation Company's steamers have been running from and returning to Southampton since January 1841, making in all 318 passages through the Needles and Southampton Water, frequently in the night, and there have been only a few trifling instances of detention from fog, which would have equally detained the vessel off any other port in the Channel.

The company's vessels have repeatedly come through the Needles passage, and up Southampton Water, without a pilot. Captain Cooper once brought the Iberia through the Needles, and up to Southampton, without a pilot, in a thick fog.

The supposed difficulty of entering Southampton through the Needles passage has been proved by the company's experience to be utterly groundless.

3d. Alleged uncertainty of the arrival of the steamers with the return mails.

The cases adduced in the statement prove the very contrary of what is here asserted. Instead of Friday being the calculated day of arrival, the calculated day of arrival, and stipulated by the contract, is Sunday; and thus, of the 55 steam vessels from Lisbon with the mails, from June 1842 to June 1843,

15 arrived two days before they were due,
27 arrived one day before due,
8 arrived on the day on which they were due,
4 arrived one day after time,
1 arrived two days after time,
} in consequence of stress of weather.

Such has been about the average working of the Peninsular and Oriental Steam Navigation

tion Company's vessels since the commencement of the contract; and there cannot be the slightest doubt that the arrival of the Company's steamers with the return mails at Southampton will show an equally satisfactory result.

It may not be out of place to state here, that the "Montrose," not one of the Company's fastest vessels, reached Southampton at 6 P. M. on Saturday last; had she come direct to Southampton, she would have arrived by six in the morning, and merchants would thus have been able to answer letters received by her by the post leaving the same day.

4th. Assertion that repeated instances have occurred of steamers not arriving at Falmouth from an Eastern port till long after the mails had been ready for embarkation.

Here, as in the preceding sentence, a mis-statement occurs; the steamers are not bound to arrive at Falmouth on Sunday at noon. It is true that they almost invariably so arrive at Falmouth at that time, but by contract they are only required to be at Falmouth on the Monday, in time to take the mails, or within twelve hours after the mails are ready. From the 21st June 1841 to the 19th June 1843, there have been but three instances of the Company's steamers arriving at Falmouth after time. During the same time there have been repeated instances of the steamers having been compelled to wait the arrival of the mails, which have been detained between London and Falmouth by snow, or the bad state of the roads in winter-time.

5th. Admitting the steamers to pratique.

The visit of the pratique officer is a mere matter of form, except in the case of the steamers bringing the India mails, of which there are only twelve arrivals during the year; and, in the case of these vessels, there is no reason why any detention should take place in giving the pratique, and taking out the mails at the Motherbank any more than at Falmouth.

This objection is therefore quite futile, as are all those attempted to be drawn from it.

6th. In all the calculations in the statement as to the probable time of arrival of the mails *viâ* Southampton, as compared with Falmouth, the fundamental error is committed of calculating the distance to Southampton "from a point off Falmouth," whereas it should be taken from Cape Finisterre.

The steamers would steer the most direct course to Southampton.

7th. This is quite a mistake. The Liverpool arrived at Southampton (after calling at Falmouth, and a detention of two hours there) at 6 A. M. on the Sunday. Had she come direct to Southampton, without calling at Falmouth, she would have arrived on the Saturday at 6 P. M. In either case the mails if landed at Southampton would have arrived at Liverpool by or before Sunday evening. The assertion that they would not have arrived at Liverpool till Monday evening is an absurdity.

8th & 9th. A very simple statement will show the fallacy of these calculations:—

At present the Peninsular steamer starts from Falmouth on the Monday morning about ten o'clock, and, at seven-and-a-half miles per hour, would arrive at Cape Finisterre, distant 525 miles, in 70 hours, say at - - - - - - - - - Eight A. M. Thursday.

Supposing, as stated, that the steamer did not start from Southampton till daylight on Sunday morning, nay, keep her back till eight o'clock on Sunday morning, she would, at seven-and-a-half miles per hour, arrive at Cape Finisterre, distant 622 miles, in 83 hours, say - - - - - - - Seven P. M. Wednesday.

Liverpool and the North would participate equally with London in the acceleration which will be obtained by making Southampton the mail station.

This acceleration, it should be borne in mind, will amount to the saving of one week in the return of post, in the correspondence with the Peninsula.

10th. Until there is a certainty of a railway being completed all the way to Falmouth, it is useless to discuss the question of what would then be the advantages of Falmouth as a packet station as compared with other ports.

Statement of the Hour of Arrival of Passengers in London per Southampton Railway.

A RETURN showing the TIME at which Passengers from the Royal Mail Steam Packet Company's Vessels reached London per Southampton Railway, and the Dates when the West India Mails were distributed.

Date of Steamers' Arrival at Falmouth.	Date of Steamers' Arrival at Southampton.	Time the Passengers from Southampton reached London.	Time the Mails were distributed in London.	Whether Passengers or Mails reached London first.
1842:				
Thames: 10 March, 3 P. M.	11 March, 10 A. M.	3 P. M. 11th	12th - 9.30 A. M.	passengers.
Medina: Did not call at Falmouth.	2 April, 8 A. M.	1.30 P. M. 2d	4th „ 3d, Sunday.	together.
Tay: 21 April, 3 A. M.	21 April, 10.30 P. M.	6.25 A. M. 22d	23d - 9.30 A. M.	passengers.
Forth: 20 April, 9.45 P. M.	22 April, 7.40 A. M.	1.30 P. M. 22d	22d „	mails.
Clyde: 8 May, 1 A. M.	8 May, 8 P. M.	6.25 A. M. 9th	10th „	passengers.
Solway: 26 May, 8 P. M.	28 May, 6 A. M.	11.30 A. M. 28th	28th „	mails.
Dee: 9 June, noon	10 June, 1.25 P. M.	7 P. M. 10th	11th „	passengers.
Medway: 22 June, 10.55 A. M.	23 June, 8.40 A. M.	1.30 P. M. 23d	24th „	ditto.
Isis: 8 July, 9.30 A. M.	9 July, 10.50 A. M.	5.30 P. M. 9th	11th „ 10th, Sunday.	ditto.
Tweed: 26 July, 7.45 A. M.	27 July, 7 A. M.	1.30 P. M. 27th	28th - 9.30 A. M.	ditto.
Thames: 9 Aug., 6.30 A. M.	10 Aug., 6.20 A. M.	1.30 P. M. 10th	10th „	mails.
Teviot: 12 Aug., 2.30 P. M.	13 Aug. 0.30 P. M.	7 P. M. 13th	15th „ 14th, Sunday	passengers.
Trent: 27 Aug., 10.30 A. M.	28 Aug., 10.35 A. M.	5.30 P. M. 28th	29th - 9.30 A. M. 28th, Sunday.	ditto.
Forth: 7 Sept., 11 A. M.	8 Sept., 9.20 A. M.	3 P. M. 8th	9th - 9.30 A. M.	ditto.
Dee: 4 Oct., 10.25 A. M.	5 Oct., 9 A. M.	3 P. M. 5th	6th „	ditto.
Tay: 12 Oct., 4.30 P. M.	13 Oct., 4.30 P. M.	10.15 P. M. 13th	14th „	ditto.
Medway: 4 Nov., 5.20 A. M.	5 Nov., 7 P. M.	6.25 A. M. 6th	5th „	mails.
Clyde: 18 Nov., 1 A. M.	18 Nov., 10 P. M.	6.25 A. M. 19th	19th „	ditto.
Solway: 3 Dec., 9 A. M.	4 Dec., 10 A. M.	3 P. M. 4th	5th „	passengers.
Tweed: 20 Dec., 7.40 A. M.	21 Dec., 8 A. M.	1.30 P. M. 21st	22d „	ditto.
1843:				
Thames: 1 Jan., 10 P. M.	2 Jan., 5.40 P. M.	2 A. M. 3d	3d „	--about same time.
Trent: 22 Jan., 2.30 P. M.	23 Jan., noon	6 P. M. 23d	24th „	passengers.
Solway: 6 Feb., 10.15 P. M.	8 Feb., 10.30 A. M.	5.30 P. M. 8th	8th „	mails.
Trident: 22 Feb., 1 P. M.	23 Feb., 4.30 P. M.	10.15 P. M. 23d	24th „	passengers.
Forth: 4 March, 8.30 P. M.	5 March, 3.15 P. M.	10.15 P. M. 5th	6th „	ditto.
Tay: 19 Mar., 11.15 A. M.	20 March, 9.15 A. M.	3 P. M. 20th	21st „	ditto.

RETURN of Time at which Passengers from Company's Vessels reached London, &c.—*continued.*

Date of Steamers' Arrival at Falmouth.	Date of Steamers' Arrival at Southampton.	Time the Passengers from Southampton reached London.	Time the Mails were distributed in London.	Whether Passengers or Mails reached London first.
1843—*continued.*				
Teviot: 2 April, 5.30 A. M.	3 April, 7.30 A. M.	1.30 P. M. - 3d	3d - 9.30 A. M.	mails.
Medway: 19 April, 1.30 P. M.	20 April, 10.30 A. M.	5.30 P. M. - 20th	21st „	passengers.
Avon: 9 May, 9.50 A. M.	10 May, 8 A. M -	1.30 P. M. - 10th	11th „	ditto.
Dee: 18 May, 5.30 P. M.	19 May, 2.30 P. M. -	10.15 P. M. 19th	20th „	ditto.
Thames: Did not call at Falmouth.	1 June, 6 P. M. -	3 A. M. - 2d	2d „	together.

The Thames not being able to make the Lizard Light, ran into Southampton at 6 P. M. of the 1st June. Her mail-bags were brought up to town by the night goods train of the London and South-Western Railway Company, and delivered at the General Post-office at 3 o'clock in the morning of the 2d. Had the vessel landed her bags at Falmouth, they would not have been in London until the 3d; thus 24 hours were saved by an accidental circumstance.

SUMMARY.

Since the commencement of the packet service by the Royal Mail Steam Packet Company, 31 mails have been conveyed in their vessels from the West Indies to England.

Of these, there have arrived in London at the same time with Passengers	3
After Passengers - - - - - - - - - - -	21
Before Passengers - - - - - - - - - - -	7
	31

6 June 1843. *E. Chappell*, Secretary.

No. 58.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the undersigned Inhabitants of Exeter and its Neighbourhood,

Humbly showeth,

THAT they have heard with great concern of an intention of Government to remove the steam branches of the foreign-packet establishment from Falmouth to Southampton.

Memorial from the Inhabitants of Exeter and Neighbourhood to the Lords of the Treasury.

Persuaded as your memorialists are that the adoption of such a measure, if finally carried into effect, will be attended with great injury to the public service, by the removal of the mail establishment to a port so far to the eastward; by the consequent delay in the transmission of the foreign correspondence, as regards especially the Northern, Midland and Western counties (for facilitating which railway communication has already done so much, and the certain prospect of the completion of the Bristol and Exeter, and the Bristol and Gloucester lines, within a twelvemonth, promises to do so much more) by placing the commercial and manufacturing interests of so large a portion of the kingdom in a comparatively disadvantageous position with London; by disturbing existing rights, and by the great inconvenience which so very large a section of the country would sustain.

Your memorialists appeal to your Lordships, and respectfuly submit the great advantages to the public at large which a port to the westward of Exeter would afford over Southampton, as a steam foreign packet station.

22 June 1843. (Signed by 139 Persons.)

No. 59.

Sir, 10, New-street, Spring Gardens, 24 June 1843.

Letter from J. B. Buller, Esq., and others, to Sir Robert Peel, Bart.

IN venturing to call your attention to the enclosed statement, we hope we may be permitted to remark, that the change referred to is proposed to be made at a moment when the great chain of railway communication between the Western shores of the kingdom and the North is on the eve of completion, and the advantages of quick and regular foreign

correspondence about to be developed, as well in Ireland as in Scotland and Wales, and the expectations of its projectors about to be realized. We may further observe, that the complaints of irregularity in the part of the mercantile community of London, we apprehend, have been made in consequence of the distance of Falmouth from a railway; but as that inconvenience may be removed by the adoption of a port recommended by Her Majesty's officers, which will shortly be within three hours of the Exeter Railway and 10 from London, we respectfully submit that a trial of it should be made, before a change so injurious to the West of England as that in contemplation is finally adopted.

We are, &c.
(signed) *J. B. Y. Buller.*
Thomas Dyke Acland.
Lewis William Buck.
Courtenay.

(Enclosure in No. 59.)

Objections against Southampton being appointed the Foreign Packet Station.

Enclosure in No. 59.

1st. Because it would retard the despatch and delivery of letters in the metropolis. As the outward foreign mails despatched from London at half-past eight P. M. would be detained six hours at Southampton during great part of the year, in consequence of their reaching it at midnight, and vessels cannot leave it until daylight, by which time the same mails, having been despatched by railway to Exeter, would be upwards of 200 miles towards the port of embarkation, and so far advanced to their destination; and with respect to the homeward foreign mails, the navigation of the British Channel by steam to and from Southampton will frequently be attended with considerable delay from bad weather and adverse storms, the necessity of always shortening speed during night and in the fogs so prevalent on that coast, to avoid collision, &c., the danger of approaching the Needles in the dark and in thick weather, and the consequent necessity of going round the Isle of Wight by St. Helens; all which would be avoided by landing them at a Western port, having the advantage of transporting them by railway from Exeter to London in seven hours.

2d. Because it would still further delay those to and from other parts of the kingdom; as foreign mails are now despatched from Liverpool through Bristol about the same time as from London, and are shipped by the same packets, but if they are sent by the circuitous route of London and Southampton, not only will they be subject to the nautical delays already described, but, in addition, will lose a day's post. This inconvenience will extend in the same degree to the whole North of England, Scotland and Ireland, and in a greater degree to the West of England, Bristol and South Wales.

3d. Because it would place the commercial and manufacturing interests of the Northern and Western portions of the kingdom in a comparatively disadvantageous position with London; as foreign letters are at present received at Birmingham, Liverpool and Manchester nearly at the same time as in London, and may be answered by the same post; whereas by the removal of the packet station to Southampton, there will be the loss of a day at those places both in the receipt and despatch of the letters, which will give to the mercantile community of London an advantage of two complete days, and prevent the answers from the North, &c. being forwarded by the return packet. If foreign outward letters from the North are to go round by London in order to be sorted and despatched by the evening mail to Southampton, they must leave Liverpool and Manchester before eight o'clock in the morning, and of course must be written the preceding day, whilst those from London will be written on the day of their departure to Southampton. The foreign inward mails for Liverpool and Manchester, landed at Southampton and sent to London, will require 10 or 12 hours to transport them from thence to Liverpool, &c.; and thus a post-day each way will be lost all which will be avoided by landing and embarking at a Western port.

The railways between Bristol and Exeter and Bristol and Gloucester being at present unfinished, some delay may have been occasionally experienced, to the apparent advantage of Southampton; but as this chain of communication will be completed in June next (1844), it is most desirable that the final decision as to the packet station should be deferred until that is effected, and the public can avail themselves of the great convenience and improvement which will attend it.

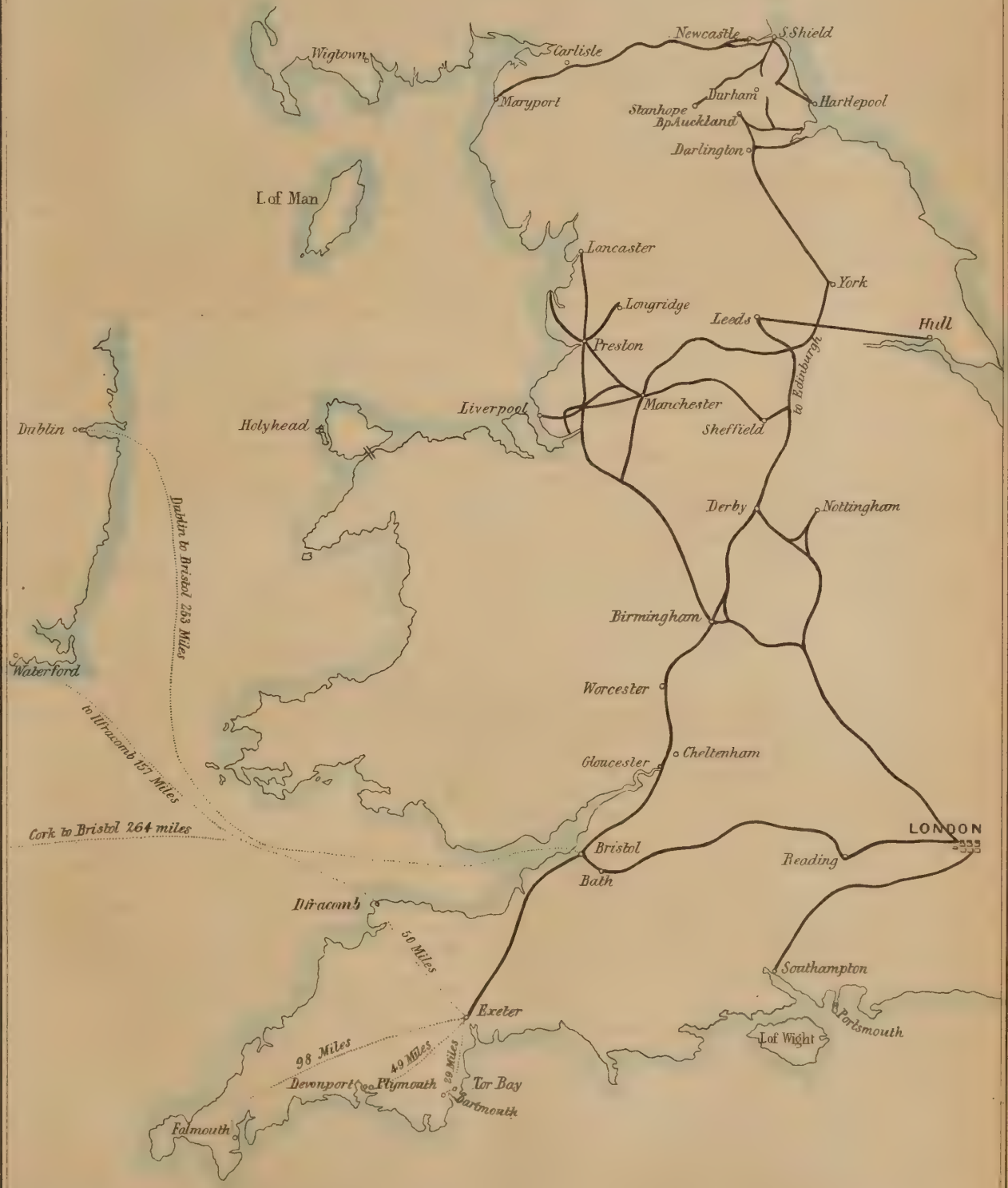
(Plan.) It will be seen by the accompanying Map that the Channel Ports West of Exeter are—

Falmouth	distant		98 miles.
Plymouth and Devonport	distant		49 miles.
Dartmouth and Torbay	distant		29 miles.

Copy of Treasury Minute of 4th July 1843.

Write to the parties, that Sir Robert Peel having forwarded their representation to this Board, My Lords have had it under their consideration. State, however, that My Lords do not consider it advisable to direct that the foreign mails should be despatched from Dartmouth.

Map of
RAILWAYS BETWEEN BRISTOL & EXETER &c.
Showing the Channel Ports
West of Exeter.



J. Arrowsmith. Lith.

James & Luke J. Hansard, Printers.

604. Ordered by the House of Commons to be Printed, 24th August 1843.

No. 60.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the undersigned Bankers, Merchants and other Inhabitants of the Town of Bridgewater,

Humbly showeth,

THAT they have heard with regret of an intention of Government to remove the steam branches of the foreign packet station from Falmouth to Southampton.

Memorial from Bankers, &c. of Bridgewater to the Lords of the Treasury.

Your memorialists are persuaded that the adoption of such a measure must be attended with great injury to the public service, because the removal of the mail establishment to a port so far to the eastward will produce serious delay in the transmission of the foreign correspondence (especially from the Northern, Midland and Western counties of England), and because it will go far to paralyze the efforts now in operation for constructing a railway westward of the city of Exeter, the accomplishment of which cannot but be considered of great national importance.

Your memorialists beg respectfully to submit to your Lordships, that the removal of the mail packets from a Western port to Southampton is it once exceedingly inconvenient to the whole of the West of England, and prejudicial to the interests of the kingdom at large.

And your memorialists therefore appeal to your Lordships to prevent the removal of the packets, which, if carried into effect, will be found injurious to the public service.

(Received 12 July 1843.) (Signed by 92 Persons.)

No. 61.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the Directors and Shareholders of the Bristol and Exeter Railway Company,

Humbly showeth,

THAT they have heard with deep regret of an intention of Government to remove the steam branches of the foreign packet establishment from Falmouth to Southampton.

Memorial from the Directors, &c. of the Bristol and Exeter Railway Company to the Lords of the Treasury.

Your memorialists are persuaded that the adoption of such a measure, if finally persisted in, must be attended with great injury to the public service, because the removal of the mail establishment to a port so far to the eastward will produce serious delay in the transmission of the foreign correspondence, especially from the Northern, Midland and Western counties of England, because it will be very detrimental to existing interests concerned in the conveyance of mails and passengers to and from the Western parts of the kingdom, and because it will go far to paralyze the efforts now in operation for constructing a railway westward of the city of Exeter; the accomplishment of which is considered to be of great national importance.

Your memorialists have, under the sanction of several Acts of Parliament, invested in the Bristol and Exeter Railway a capital of two millions sterling, and have been encouraged in this undertaking by a confident expectation that Government would not permit any alteration in the arrangements for the foreign mails, not calculated to promote the public convenience; and your memorialists beg respectfully to submit to your Lordships, that the removal of the packets from a Western port to Southampton is at once exceedingly prejudicial to the interests of this company, to those of the whole West of England, and, in fact, to those of the kingdom at large.

Your memorialists appeal therefore to your Lordships to prevent the proposed removal of the mail-packets to Southampton.

(Received 12 July 1843.) (L. S.)

No. 62.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the undersigned Bankers, Merchants and other Inhabitants of the City of Bristol,

Humbly showeth,

THAT they have heard, with deep regret, of an intention of Government to remove the steam branches of the foreign packet establishment from Falmouth to Southampton.

Memorial from the Bankers, &c. of Bristol to the Lords of the Treasury.

Your memorialists are persuaded that the adoption of such a measure, if finally persisted in, must be attended with great injury to the public service, because the removal of the mail establishment to a port so far to the eastward will produce serious delay in the transmission of the foreign correspondence (especially from the Northern, Midland and Western counties of England), because it will be very detrimental to existing interests concerned in

the conveyance of mails and passengers to and from the Western parts of the Kingdom, and because it will go far to paralyze the efforts, now in operation, for constructing a railway westward of the city of Exeter, the accomplishment of which is considered to be of such great national importance.

Your memorialists beg respectfully to submit to your Lordships, that the removal of the mail-packets from a Western port to Southampton is at once exceedingly inconvenient to the whole of the West of England, and prejudicial to the interests of the kingdom at large.

And your memorialists therefore appeal to your Lordships to prevent it.

(Received 12 July 1843.) (Signed by 79 Persons.)

No. 63.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

East India and China Association, Liverpool,
22 June 1843.

My Lords,

Letter from R. Duckworth, Esq. to the Treasury.

In reference to the contemplated change in the departure of the Peninsular and Oriental Mail Steamers from the port of Falmouth to Southampton, a letter was addressed by the Secretary of this Association to his Lordship the Postmaster-general, on the 12th instant, of which the following is a transcript:—

"I am directed by the Chairman of this Association, in reference to the proposed change in the departure of the Peninsular and Oriental Mail Steamer from the port of Falmouth to Southampton, to beg that your Lordships may be pleased so to arrange the closing of the mail in London, that letters for India posted here on the last day of the month may be in time.

"Your Lordship is doubtless aware that hitherto letters despatched from hence on the last day of the month, have reached Falmouth in time for the mail steamer of the 1st; and the merchants interested in the correspondence with India trust that your Lordship may still be pleased to afford them the same accommodation in this respect which they have heretofore possessed."

In answer to this application, his Lordship the Postmaster-general is pleased to say, under date of the 21st instant, "That the point you have submitted is one for the decision of Her Majesty's Government."

I therefore take the liberty, on behalf of this Accociation, of bringing the subject under the consideration of your Lordships, believing that the accommodation sought for may easily be effected by a short delay in the departure of the steamer from Southampton on the morning of the 1st.

I am, &c.
(signed) *R. Duckworth*, Chairman.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

General Post Office, 23 June 1843.

Letter from the Postmaster-general to the Lords of the Treasury.

With reference to the measure lately authorized by your Lordships, of establishing Southampton, instead of Falmouth, as the port of departure for the West India and other mail packets, I request I may be informed whether it has been decided that those packets shall be despatched from Southampton on the arrival at that port of the night mail from London, or whether it is proposed to detain them until the arrival of the morning mail.

In requesting your Lordships' instructions on this point, I beg to state that I am of opinion the most desirable course will be to despatch the packets from Southampton on the arrival of the London night mail, if possible, upon the ground of the preference due to the correspondence of the State, which I think ought to have the benefit of being posted at the latest possible hour of business, instead of being detained for the purpose of placing the letters from the country upon the same footing as the despatches of Her Majesty's Government.

I have, &c.
(signed) *Lowther.*

Copy of Treasury Minute of 24th June 1843 on the two foregoing papers.

Transmit copies of these letters to Viscount Canning and Mr. Hope for the information of the Earl of Aberdeen and Lord Stanley, and request that they will move their Lordships to favour My Lords with their opinion on the subject; observing, at the same time, that should their Lordships see no objection, My Lords would be disposed to consider that the most desirable course would be to despatch the packets from Southampton on the arrival of the London day mail, as affording greater convenience to the merchants, &c. of Liverpool, and other trading and manufacturing towns in the North of England.

Sir,

Sir, Foreign Office, 6 July 1843.

I HAVE laid before the Earl of Aberdeen your letter of the 3d instant, respecting the time at which the Peninsular and Oriental mail steam vessels should leave Southampton, from which port, instead of from Falmouth, it is proposed in future to despatch those vessels; and I am directed by Lord Aberdeen to acquaint you, in reply, for the information of the Lords Commissioners of Her Majesty's Treasury, that he concurs in their Lordships' opinion that it would be most desirable that the packets in question should be despatched from Southampton on the arrival of the London day mail.

Letter from H. U. Addington, Esq. to C. E. Trevelyan, Esq.

I am, &c.

(signed) *H. U. Addington.*

C. E. Trevelyan, Esq.,
&c. &c. &c.

Sir, Downing-street, 11 July 1843.

I AM directed by Lord Stanley to acknowledge the receipt of your letter of the 3d instant, enclosing communications from the Postmaster-General and the East India and China Association, relative to the time of despatching the Peninsular and Oriental mail steamers on their removal from Falmouth to Southampton, and expressing the opinion of the Lords of the Treasury, that it would be advisable to despatch those vessels on the arrival at Southampton of the London day mail, as affording greater convenience to the commercial interests in the North of England. In reply, I am to request you to state to the Lords of the Treasury, that Lord Stanley sees no objection, as far as the transmission of the despatches from this office is concerned, to the arrangement which they propose.

Letter from Jas. Stephen, Esq. to C. E. Trevelyan, Esq.

I am, &c.

(signed) *Jas. Stephen.*

C. E. Trevelyan, Esq.,
&c. &c. &c.

COPY of TREASURY MINUTE of 18 July 1843 on the foregoing Letters.

WRITE to the Postmaster-General, that My Lords consider that the most desirable course will be to despatch the packets from Southampton on the arrival of the London day mail, as affording greater convenience to the merchants, &c. of Liverpool and other trading and manufacturing towns in the North of England; and as My Lords have ascertained that the Secretaries of State have no objection to the adoption of this course, they request that the Postmaster-general will cause a public notice to be issued, and measures to be taken accordingly.

Inform the Chairman of the East India and China Association at Liverpool.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post Office, 31 July 1843.

I HAVE the honour to acknowledge the receipt of Sir George Clerk's letter of the 20th instant, fixing the despatch of the mail steam packets from Southampton on the arrival at that town of the London day mail, and to acquaint your Lordships that the necessary arrangements shall be made accordingly.

Letter from the Postmaster-general to the Lords of the Treasury.

I beg to add, that I shall be prepared to carry the new measure into operation on the 31st of next month, commencing with the despatch from London of the Indian mails of that day, and if your Lordships approve of the date I have proposed, I request you will favour me with your early authority, that the final orders may be given, and the necessary notices issued to the public without delay.

I have, &c.

(signed) *Lowther.*

No. 64.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 29 July 1843.

WITH reference to my Reports of the 26th and 28th instant, respecting the abolition of the Falmouth Packet-office, and the superannuation of the packet agent, I beg to inform your Lordships, that I am proceeding with the alterations in the Inland Office, sanctioned by you, with the view of making up in London the several mails intended to be despatched from Southampton, and the arrangements will shortly be completed.

Letter from the Postmaster-general to the Lords of the Treasury.

At the same time I request your Lordships will be pleased to furnish me with your early decision, as to whether the Brazilian packets are to be despatched from Devonport, upon which point I requested information in my report of the 30th ultimo, as I presume it will be desirable these packets should be removed from Falmouth at the same time as the mail steam vessels, in order that the Falmouth packet establishment may be at once discontinued.

I have, &c.

(signed) *Lowther.*

No. 65.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post Office, 16 August 1843.

Letter from the Postmaster-general to the Lords of the Treasury.

With reference to my previous communications on the subject of the intended removal of the mail-packet station from Falmouth to Southampton, I have now the honour to enclose, for the information of your Lordships, tabular statements which have been carefully prepared, to show the effect of the proposed change.

Manchester.

Time occupied *viâ* Southampton 46 hours 38 minutes; time occupied *viâ* Falmouth, 47 hours 35 minutes.

From the Returns marked (No. 1.) your Lordships will perceive, that a letter posted at Manchester on the evening of Monday will arrive, according to the existing circulation, at a given point off Ushant (and near which it is assumed by the Commissioners of Inquiry on the expediency of adopting a Western Port, any packet despatched from or bound to this country must pass, whether its port be Southampton or Falmouth), an hour sooner *viâ* Southampton than *viâ* Falmouth, while on the return, a letter will take an hour longer in its circulation to Manchester from the point off Ushant by way of Southampton, than by way of Falmouth: all the towns north of Birmingham, as well as those towns which receive and despatch their letters to London through Birmingham, would be affected much in the same way, (always excepting those towns situated on the Birmingham and Gloucester line of railroad, circulating their London letters through Birmingham).

Return—Time occupied *viâ* Southampton, 48 hours 50 minutes; time occupied *viâ* Falmouth, 47 hours 54 minutes.

With regard to all the Eastern parts of the kingdom, the best circulation is obviously through London.

Below Birmingham, the point of separation of the main line of road to Falmouth, from the main line of road to London, and following the former route, the towns (though Birmingham itself is not affected) begin to experience some little injury.

Bristol.

Time occupied *viâ* Southampton 40 hours 40 minutes; time occupied *viâ* Falmouth, 32 hours 7 minutes.

Bristol is affected in the manner shown in Table No. 2, but practically not to any great extent.

With Bristol, Gloucester and Tewkesbury would be affected the country served by the Aberystwith and Hereford mail, the Carmarthen and Gloucester mail, and the Pembroke, Carmarthen and Bristol mail; the first and second not much; the last, as coming into Bristol, more seriously; but practically looking to the hour of posting letters, the correspondence would not be injured to any extent as relates to the despatch. As the packet letters from and to the South of Ireland *viâ* Milford circulate by this mail, such letters would be affected by the change.

Return—Time occupied *viâ* Southampton, 43 hours 50 minutes; time occupied *viâ* Falmouth, 32 hours 9 minutes.

Your Lordships will perceive, therefore, that, as regards the great manufacturing districts, the ports of Falmouth and Southampton are about on an equality as to the number of hours consumed between these districts and the given berth off Ushant, and that the main difference is, that in the latter case the passage by sea is longer, and consequently more uncertain.

It should be remarked, that inconvenience is produced on the return of the packets home, by the blank day in London, when the mail packet arrives at Southampton on a Saturday, too late to reach London in time for the despatch of the packet letters by the evening mails of that day. The effect of this is shown in Return No. 3.

In the case of despatch from Southampton, there would be no delay, as the packet, it is presumed, would never sail on the Sunday, the present practice being still continued; viz. that if the day on which the mail is to be made up in London falls on the Sunday, in such case it is made up on the Monday, instead of the Sunday. The letters, therefore, arriving in London on the Monday morning would be forwarded to the packet by the Southampton day mail.

The circulation, however, between Manchester and Falmouth, it must be borne in mind, will be accelerated when the Gloucester and Bristol railroad is completed, and when the Great Western Railway is opened to Exeter; on the first line to the extent of about two hours, and on the latter by about one hour. When these railroads are finished, the circulation to and from Falmouth, as compared with that to and from Southampton, will be improved by about three hours. There does not seem the least prospect at present of railroads being carried further than Exeter.

With respect to the relative amounts of correspondence from London and the North, your Lordships will see from the enclosed extract from the Surveyor's Report, that the preponderance on the letters which he had counted on the occasion he mentions was greatly in favour of London. From London itself to the point off Ushant, the time consumed would be about 31 or 32 hours by Southampton, and about 35 by Falmouth; but the mail from the North is the regulating mail at Falmouth, for which the packet waits, and must wait, unless additional expense is incurred by the Post-office, or great inconvenience suffered by the manufacturing districts; consequently the London mail is now delayed for about 18 hours at Falmouth; the time of the arrival of the mail from the North being about 12 hours after that of the London mail, to which must be added six hours for sorting and embarkation.

As the London and North mails convey the inland as well as the packet letters, their times could not be deranged without serious inconvenience. It will be seen that one of the reasons of the little difference of time between the routes of Southampton and Falmouth is, that by the former route the letters are sorted in London in the interval between the arrival of the London mails in the morning and the despatch of the day mail to Southampton.

Under

Under these circumstances, considering the little injury that would be sustained by the greatest, and that the most important, portion of the empire, and that there is reason to believe that the bulk of the correspondence now passes through the metropolis, looking also at the fact that this latter correspondence would be accelerated, and that a saving of expense would be produced by the discontinuance of the Falmouth establishment, and the reduction of the price now paid to the Peninsular and Oriental Steam Navigation Company, your Lordships may perhaps feel inclined to adopt Southampton, instead of Falmouth, as the port from and to which the steam-packet mails shall be hereafter conveyed.

I have, &c.

(signed) *Lowther.*

(Enclosure 1, in No. 65.)

CONTRASTED STATEMENT to show the Time occupied in the Circulation of a Letter from a given Point off Ushant to Manchester, by the two Routes of Falmouth and Southampton.

Enclosure 1, in No. 65.

By Falmouth.	Hrs.	Min.	By Southampton.	Hrs.	Min.
From given point off Ushant to Falmouth	8	8	From the given berth off Ushant to Southampton	25	30
Time required for sorting at Falmouth	6	–	Allowed for disembarkation of mails and for transfer to the Post-office	2	–
Time occupied in the circulation of a letter from Falmouth to Manchester	33	46	Time occupied in the circulation of a letter from Southampton to Manchester	21	20
	47	54		48	50

CONTRASTED STATEMENT to show the Time occupied in the Transmission of a Letter from Manchester to a given point off Ushant, by the two Routes of Falmouth and Southampton.

By Falmouth.	Hrs.	Min.	By Southampton.	Hrs.	Min.
Time occupied in the circulation of a letter from Manchester to Falmouth	33	27	Time occupied in the circulation of a letter from Manchester to Southampton (the mails being made up in London)	19	8
Time necessary for making up the mails at Falmouth	6	–	Allowed for embarking the mails at Southampton	2	–
From Falmouth to the given berth off Ushant	8	8	From Southampton to the given berth off Ushant	25	30
	47	35		46	38

CIRCULATION of a Letter from Manchester to Falmouth.

Route.	Time occupied. Arrival.	Stoppage.	Departure.	Day.
From Manchester	–	–	7 2 P.M.	Monday.
Birmingham	11 42 P.M.	– 52	12 34 A.M.	Tuesday.
Bristol	7 23 A.M.	3 7	10 30 A.M.	,,
Exeter	3 36 P.M.	– 30	4 6 P.M.	,,
Falmouth	4 29 A.M.	–	–	Wednesday.
	Time occupied, 33 hours 27 minutes.			
	RETURN—Supposing the Packet to arrive at Falmouth seven or eight hours before the departure of the Night Mail.			
From Falmouth	–	–	8 24 P.M.	Monday.
Exeter	8 50 A.M.	– 44	9 34 A.M.	Tuesday.
Bristol	2 25 P.M.	– 42	3 7 P.M.	,,
Birmingham	9 55 P.M.	3 55	1 50 A.M.	Wednesday.
Manchester	6 10 A.M.	–	–	,,
	Time occupied, 33 hours 46 minutes.			

CIRCULATION of a Letter from Manchester (through London) to Southampton.

ROUTE.	TIME occupied. Arrival.	Stoppage.	Departure.	Day.
From Manchester	- - -	- -	7 2 P.M.	Monday.
Birmingham	11 42 P.M.	- 20	12 2 A.M.	Tuesday.
London	6 - A.M.	4 -	10 - A.M.	,,
Southampton	2 10 P.M.	- -	- - -	,,
	Time occupied, 19 hours 8 minutes.			
	RETURN—Supposing the Packet to arrive at Southampton in time for the Bags to go forward by the Day Mail to London.			
From Southampton	- - -	- -	8 50 A.M.	Monday.
London	1 5 P.M.	6 55	8 - P.M.	,,
Birmingham	1 30 A.M.	- 20	1 50 A.M.	Tuesday.
Manchester	6 10 A.M.	- -	- - -	,,
	Time occupied, 21 hours 20 minutes.			

(Enclosure 2, in No. 65.)

Enclosure 2, in No. 65.

CONTRASTED STATEMENT to show the Time occupied in the Transmission of a Letter from Bristol to a given Point off Ushant, by the two Routes of Falmouth and Southampton.

BY FALMOUTH.	*Hrs.*	*Min.*	BY SOUTHAMPTON.	*Hrs.*	*Min.*
Time occupied in the circulation of a letter from Bristol to Falmouth	17	59	Time occupied in the circulation of a letter from Bristol (through London) to Southampton, the mails being made up in London -	13	1
Time necessary for making up the mails at Falmouth - - -	6	-	Allowed for embarking the mails at Southampton - - - -	2	
From Falmouth to the given berth off Ushant - - - -	8	8	From Southampton to the given berth off Ushant - - -	25	30
	32	7		40	40

CONTRASTED STATEMENT to show the Time occupied in the Transmission of a Letter from a given Point off Ushant to Bristol, by the two Routes of Falmouth and Southampton.

BY FALMOUTH.	*Hrs.*	*Min.*	BY SOUTHAMPTON.	*Hrs.*	*Min.*
From given point off Ushant to Falmouth - - - - - -	8	8	From the given berth off Ushant to Southampton - - - -	25	30
Time required for sorting at Falmouth - - - - - -	6	-	Allowed for disembarkation of mails and for transfer to the post-office	2	-
Time occupied in the circulation of a letter from Falmouth to Bristol	18	1	Time occupied in the circulation of a letter from Southampton to Bristol - - - - -	16	20
	32	9		43	50

CIRCULATION

CIRCULATION of a Letter from Bristol (through London) to Southampton.

ROUTE.	TIME occupied. Arrival.	Stoppage.	Departure.	Day.
From Bristol	- - -	- -	1 — A.M.	Monday.
London	6 5 A.M.	3 55	10 — A.M.	,,
Southampton	2 10 P.M.	- -	- - -	,,
	Time occupied, 13 hours 10 minutes.			
	RETURN—Supposing the Packet to arrive at Southampton in time for the Bags to go forward by the Day Mail to London.			
From Southampton	- - -	- -	8 50 A.M.	Monday.
London	1 5 P.M.	6 55	8 — P.M.	,,
Bristol	1 10 A.M.	- -	- - -	Tuesday.
	Time occupied, 16 hours 20 minutes.			

CIRCULATION of a Letter from Bristol (through Exeter) to Falmouth (in connexion with the Post from the North.)

ROUTE.	TIME occupied. Arrival.	Stoppage.	Departure.	Day.
From Bristol	- - -	- -	10 30 A.M.	Monday.
Exeter	3 36 P.M.	— 30	4 6 P.M.	,,
Falmouth	4 29 A.M.	- -	- - -	Tuesday.
	Time occupied, 17 hours 59 minutes.			
	RETURN in connexion with the Post to the North.			
From Falmouth	- - -	- -	8 24 P.M.	Monday.
Exeter	8 50 A.M.	— 44	9 34 A.M.	Tuesday.
Bristol	2 25 P.M.	- -	- - -	,,
	Time occupied, 18 hours 1 minute.			

(Enclosure 3, in No. 65.)

CONTRASTED STATEMENT to show the Time occupied in the Circulation of a Letter from a given Point off Ushant to Manchester, by the two Routes of Falmouth and Southampton, on the supposition that the Packet arrives at each Port on a Saturday (if at Southampton too late for the Day Mail to London, and if at Falmouth in time for the Post to the North.) Enclosure 3, No. 65.

BY FALMOUTH.	*Hrs.*	*Min.*	BY SOUTHAMPTON.	*Hrs.*	*Min.*
From a given point off Ushant to Falmouth	8	8	From a given point off Ushant to Southampton	25	30
Time required for sorting at Falmouth	6	—	Allowed for disembarkation of mails and transfer to the post-office	2	—
Time occupied in the circulation of a letter from Falmouth to Manchester	33	46	Time occupied in the circulation of a letter from Southampton to Manchester (leaving Southampton at 2 A.M. on Sunday)	41	10
	47	54		68	40

CONTRASTED STATEMENT to show the Time occupied in the Circulation of a Letter from a given Point off Ushant to Bristol, by the two Routes of Falmouth and Southampton, on the supposition that the Packet arrives at each Port on Saturday (if at Southampton too late for the Day Mail to London, and if at Falmouth in time for the Post to the North.)

BY FALMOUTH.	*Hrs.*	*Min.*	BY SOUTHAMPTON.	*Hrs.*	*Min.*
From a given point off Ushant to Falmouth - - - -	8	8	From the given berth off Ushant to Southampton - - - -	25	30
Time required for sorting at Falmouth - - - - -	6	–	Allowed for disembarkation of mails and for transfer to the post-office	2	–
Time occupied in the circulation of a letter from Falmouth to Bristol	18	1	Time occupied in the circulaton of a letter from Southampton to Bristol (leaving Southampton at 2 A.M. on Sunday) - - - -	36	45
	32	9		64	15

CIRCULATION of a Letter from Southampton to Manchester, on the supposition of the Packet arriving on a Saturday too late to be despatched by the Day Mail from Southampton to London.

ROUTE.	TIME occupied.			DAY.
	Arrival.	Stoppage.	Departure.	
From Southampton - - - -	- - -	- -	2 – A.M.	Sunday.
London - - - - -	6 – A.M.	27 30	9 30 A.M.	Monday.
Birmingham - - -	2 30 P.M.	– 20	2 50 P.M.	„
Manchester - - -	7 10 P.M.	- -	- - -	„
	Time occupied, 41 hours 10 minutes.			

CIRCULATION of a Letter from Southampton to Bristol, on the supposition of the Packet arriving on a Saturday too late to be despatched by the Day Mail from Southampton to London.

ROUTE.	TIME occupied.			DAY.
	Arrival.	Stoppage.	Departure.	
From Southampton - - -	- - -	- -	2 – A.M.	Sunday.
London - - - - -	6 – A.M.	27 30	9 30 A.M.	Monday.
Bristol - - - - - -	2 45 P.M.	- -	- - -	„
	Time occupied, 36 hours 45 minutes.			

STATEMENT of the Length of Sea Passage from the Berth off Ushant to Falmouth and Southampton.

	Hrs.	*Min.*
From Southampton to the given berth off Ushant, 204 miles - - -	25	30
From Falmouth to the given berth off Ushant, 66 miles - - -	8	8
Leaving a difference in favour of Falmouth of 138 miles, or in time -	17	22

(Enclosure

(Enclosure 4, in No. 65.)

Sir, 15 September 1842. Enclosure 4, in No. 65.

I PROCEEDED to Falmouth upon the despatch of the mail to India of the 2d instant, in accordance with the directions contained in your letter of the 16th August, and I now beg to submit, for your consideration, the result of my inquiries.

I find, in place of merely the letters circulating by cross-post being sorted and made up at Falmouth, that the whole of the London letters and newspapers are sent there for that purpose, and consequently that the entire bulk of the Indian mail centres at Falmouth, and is disposed of at that place. I also find that the same packet which conveys the Indian mail also carries those of Malta and the Ionian Islands, and they must therefore be considered in connexion with the rest of the subject.

It will thus at once appear, that the question which I have to consider is not what may be adequate to enable the Post-office at Southampton to undertake and dispose of the cross-post letters, but what will be required to enable it to dispose of the entire mails outwards and inwards with India, Malta and the Ionian Islands.

I now submit some data connected with the mail of the 2d instant, to show the nature and extent of the business. I would premise that my attention was mainly directed to the arrivals on the morning of the 2d at Falmouth, as then alone would the real pressure arise, as, with all the antecedent arrivals, there is always ample time to dispose of them.

On the evening of the 1st September, every thing being made up close,—

There was for India	- - - - -	42 boxes.
„	Mediterranean - - -	2 chests, 7 sacks, half filled.

On the despatch of the mail on the 2d—

There was for India	- - - - -	61 boxes.
„	Mediterranean - - -	7 sacks, 2 chests.

Consequently the arrival of the North mail at Falmouth, at 5 A.M. in the morning of the 2d, brought sufficient to fill 19 boxes for India, and complete the Mediterranean mail.

The number of newspapers arriving in the morning of the 2d I could not have counted, without interfering too much with the despatch of the business. The letters I had counted, and I divided the cross-post from the London.

The gross number of India was - - - - - - -	7,500
„ Mediterranean - - - - - -	1,500
	9,000
Of which were received by cross-post - - - - -	2,000
Received from London - - - - - -	7,000

The total number of letters by the mail sent to India was - -	22,600
„ newspapers - - - - - - - -	20,000

It thus appears that one-third of the whole number of letters by the Indian mail were received at Falmouth on the morning of despatch, and of which the large number of 7,000 came in the London bags.

To dispose of this duty, the agent, four clerks and two porters were unremittingly employed from 5 A.M. until 1.30. P.M., a period of 8½ hours.

According to the data of a previous calculation, the present mail consisted of 315 solid feet, and weighed 5,900 lbs.

I will now proceed to state the reasons that, in my humble opinion, render it extremely difficult, and very inexpedient to attempt adapting the post-office at Southampton to the despatch and receipt of the Indian mail.

1st. Size of office and locality. The great bulk of this mail, as well as its great weight, requires a large space for the duty, and making up of the boxes, and also, in my opinion, renders it necessary that the office should be situated as near the water-side as possible, to facilitate its embarkation and landing. The present sizes of the offices at Falmouth are not more than adequate to the service.

Applying these points to the office at Southampton, the present premises do not afford the facilities for enlarging them so as to admit of this duty being done in connexion with the general duties of the office. Furthermore, the situation, although excellent for the town, as being central, is very ill adapted for either embarking or landing the mails; for it is fully half a mile from the water-side, or the quay, and the new docks are still further, in which in all probability these steam vessels will lie in future.

It would therefore become necessary either to hire new premises, or else to build an office to obtain the space that would be required, whilst it appears to me that it would be impossible to obtain a situation that would combine the essentials of a packet-office with that which is indispensable to the local post-office in so large a town as Southampton.

2d. The force required. The present establishment at Southampton consists of the postmaster and six clerks, which are not more than adequate to the unremitting duties of that office throughout the whole 24 hours of day and night. It is therefore evident that whatever is required to despatch the Indian mail must be additional, as there is no available force at my disposal. I have already shown that seven individuals were occupied 8½ hours in the

despatch of the last mail; and I therefore, at the lowest estimate, should require three clerks and one porter to be added to the establishment for the duty under this estimate. I am assuming that one clerk may be put on extra duty from the office, and the services of a letter-carrier obtained to act as porter in addition, together with the superintendence and direction of the postmaster.

A great objection, however, arises here, that of the three clerks, not more than steady employment for one would exist throughout the month, until about three days before the despatch of the mail, whilst for the despatch itself, with that force, I am obliged to resort to a hardly-worked force to supply the deficiency.

The duty to be provided for is also of a character widely different from that of a country office. Much care and attention are required in the performance of every part of it; there are many forms to be attended to, particularly as regards Government despatches, &c. All letters have to be gone over twice, and therefore it would require some one to give a constant attention to this branch alone, so as to be thoroughly acquainted with all that has to be done in the day of despatch, and capable of directing those employed with him; otherwise confusion of the worst and most dangerous consequences would be the result of the large mass of business that has to be disposed of. In fact, it was nothing but good order and arrangement, and every body being thoroughly acquainted with what he was called on to perform, that disposed of the business at Falmouth in the time I have stated.

I have now submitted my opinion on the two points of office, space and force, as connected with the transference of the Indian mail to Southampton.

The expense of a new office adequate to what would be required, I cannot state. In regard to the force, I should propose for the first clerk, who should be placed at the head of that branch, and required to devote peculiar attention to it, a salary of 150*l.*, and the two others 60*l.* per annum each; for the porter 16*s.* a week.

Having now adverted to the points to which my attention was specially directed, I would beg to offer some observations on other points, which I think would render it impracticable to attach this business to the post-office at Southampton, for, in my opinion, the transference of the Indian mail of necessity involves the shipment of all the others from that port.

The steam-vessel to Alexandria is also the alternate Mediterranean mail, carrying those for Malta and the Ionian Islands. These, therefore, on that day, must be made up at Southampton, as well as the Indian mails. The result, therefore, would be, that one-half of the month all postmasters would have to be directed to send all such letters to Southampton, the other half of the month to Falmouth. I need not, I am sure, point out the confusion and mis-sending that would result from such a course.

As it appears to be a necessary result from the foregoing reasons that both the Mediterranean mails should be made up at Southampton, a further consequence is involved. The Malta mail, in the middle of the month, goes by the Peninsular boats. It would be obviously a course that could not be adopted to put the Malta mail on board in the Southampton River, and then send the steam-vessel to Falmouth for the rest of her mail. Thus, the weekly Peninsular mails would inevitably follow the Indian mail to Southampton.

I need now, I think, scarcely observe, that for the despatch of the Indian mail once a month, the Malta mail twice a month, and the Peninsular mails each week, that I could not hope to render a most extensive local and forward office in any way available for the regular and satisfactory discharge of such duties. All that would be left at Falmouth, in that case, would be the Brazil and West India packets; and, in regard to those latter, the anomaly would immediately arise, that, on the first of the month, the Alexandrian boat would receive her mails in the Southampton Water, whilst the West Indian boat, alongside of her, would be sent the next day to Falmouth to obtain hers on the 2d.

In fact, it appears to me, that the whole question is inseparable, and that if one is shipped at Southampton, all must follow; and in this view of the case, I would humbly submit, that if the business is to be done at Southampton, it would be best provided for by transferring the agent's establishment from Falmouth to that place, by which the service would be performed by those experienced in it and best qualified to discharge the duties satisfactorily. On the assumption that it may be decided for Southampton to be the port of embarkation for the mails, I wish to bring under consideration an opinion that I entertain, that it is not necessary to make up the mails at that place, but that all the essentials of the service would be as efficiently provided for,—indeed, I think better,—by having all those mails made up in London, and merely transmitted direct to Southampton to be put on board.

To explain my opinions on this point, I consider, that whether made up in London or Southampton, the arrival of the day-mail at the latter town will regulate the despatch of the packet.

If Southampton is to be selected, almost every thing will pass through London; to exemplify which, I would state, that of the 2,000 letters which arrived by cross-post at Falmouth on the 2d instant, only 883 would have gone to Southampton, had that been the port of despatch, the circulation for the remainder being through London. When, therefore, nearly the whole of the correspondence must centre in London previous to despatch, and must also be sent thither for distribution on arrival; it appears to me to be the more simple plan to arrange for the making up the mails at that place, instead of transmitting the correspondence to Southampton, to undergo a second sorting, without any apparent benefit resulting from it.

I do not anticipate that any pressure in regard to the despatch will arise in London; for the day-mail being the one which will regulate the packets' departure,—and this, I consider, must be the case on account of Liverpool, Manchester, &c.,—almost all the letters will be posted in London the previous evening, leaving ample time for making up the mails before the

the despatch to Southampton at 10 A. M. the ensuing day, whilst the arrival in the morning from all parts to be sorted and made up, as in the case of the mail of the second, would only have been 1,117 to dispose of, which, between 6 A.M. and 10 A.M., would not, I think, be attended with difficulty.

I conclude the despatch of the packets can be fixed to take place after the arrival of the day-mail at 2 P. M. It is a point, however, on which I am not qualified to give an opinion. If there is no objection, and London can be made the place for the performance of the duty, it appears to me all the vexatious question of selecting a port will be disposed of; all parts of the kingdom (with the exception of Cornwall) will enjoy the same facilities in regard to despatch as they do now. The Government will obtain the difference between the departure of the night and day mail in regard to their despatches, which may occasionally be of much importance, whilst the necessity of providing an agent's office, or keeping up that establishment, can be dispensed with.

There are, of course, many minor points in connexion with this plan, which I need not now enter into; for instance, it would be desirable to have a warehouse-room near the water-side at Southampton, to which all the newspaper boxes and sacks, as they were filled, could be sent down nightly; thus alike obviating any overloading to the train at the last, and relieving the Inland Office from the space they occupy; and also it would require us to have some officer on the spot to see to these things, as well as the embarkation of the mails, to be attached to the post-office. These are all, however, quite matters of detail.

In regard to the Brazil packets, I understood, from Mr. Gay, they would be readily worked through the local offices, either of Falmouth or Devonport, from whichever they might be despatched.

I trust it will not be considered that I have raised any unnecessary obstacles to having the business sent to Southampton. Had I seen it possible to arrange satisfactorily for the duty, I would gladly have done so; but believing, as I firmly do, that no efficient system can be adopted to secure its proper working in the local post-office at that town, and at the same time carry on the ordinary duty of the place, I have not hesitated to state my opinion on the subject.

Lieutenant-colonel Maberly,
&c. &c. &c.

I am, &c.
(signed) *Wm. Johnson.*

COPY of TREASURY MINUTE, dated 18 August 1843, on the foregoing Reports of the Postmaster-General of the 29th and 31st July, and the 16th instant.

Treasury Minute on Reports of the Postmaster-general.

ACQUAINT the Postmaster-general, that, upon a full consideratian of the whole subject as stated in his Lordship's report of the 16th instant, and adverting to the saving of time which will be effected with respect to the great bulk of the correspondence, and also to the immediate saving which will accrue to the Revenue, My Lords adhere to their decision, that the Mediterranean, Peninsular, and Oriental and West India mails, should for the future be despatched direct from Southampton.

With reference to his Lordship's report of the 31st ultimo, respecting the date to be fixed for the commencement of the despatch of the packets from Southampton, state that My Lords approve of the new measure being carried into operation on the 31st of this month, or as soon thereafter as his Lordship shall be enabled to make the necessary arrangements.

Adverting to his Lordship's report of the 29th ultimo, respecting the disposal of the Brazilian packets, acquaint his Lordship, that My Lords do not propose to make any alteration as to the port of departure for those packets.

WEST INDIA AND PENINSULAR MAILS, &c.

COPIES of PAPERS and CORRESPONDENCE which have passed between the TREASURY, ADMIRALTY, and GENERAL POST OFFICE, respecting the Establishment of a COLONIAL POST OFFICE at *Dartmouth*, and of a MAIL PACKET STATION in the ENGLISH CHANNEL.

(*Sir John Yarde Buller.*)

Ordered, by The House of Commons, *to be Printed,*
24 *August* 1843.

[*Price* 2*s.* 6*d.*]

604.

Under 12 *oz.*

SCILLY MAILS.

RETURN to an Order of the Honourable The House of Commons, dated 11 May 1843;—*for*,

RETURN of the Number of MAILS despatched, OUTWARDS and INWARDS, to and from the ISLANDS of *Scilly*, from the 1st day of May 1842 to the 1st day of May 1843; specifying separately the Number of Letters forwarded by each Mail, with the different Rates of Postage of the same, as well as the Number of Foreign Letters.

PACKET MAILS.

MAILS OUTWARDS, or from PENZANCE to the ISLANDS of SCILLY.

DATE of MAIL.	Number of Letters, including Paid, Unpaid and Stamped: Under Half an Ounce.		Above Half an Ounce, and Under an Ounce.		One Ounce and upwards.		Official Letters.		Foreign Letters.		Total Number of Letters.	Total Amount of Postage.
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.		
		£. s. d.		s. d.		£. s. d.		s. d.		s. d.		£. s. d.
1842:												
30 December	213	– 17 9	14	2 4	4	– 1 2	11	3 –	11	4 7	253	1 8 10
1843:												
6 January -	225	– 18 9	10	1 8	4	– 1 4	12	2 9	4	4 –	255	1 8 6
14 January -	271	1 2 7	18	3 –	16	– 17 4	10	4 7	11	12 4	326	2 19 10
19 January -	346	1 8 10	7	1 2	nil.	nil.	6	1 6	nil.	nil.	359	1 11 6
27 January -	189	– 15 9	17	2 10	11	– 2 4	8	1 4	3	3 –	228	1 5 3
2 February -	222	– 18 6	11	1 10	4	– 1 –	5	1 8	5	5 –	247	1 8 –
14 February -	396	1 13 –	15	2 6	nil.	nil.	4	2 –	6	9 8	421	2 7 2
22 February -	372	1 11 –	9	1 6	6	– 6 –	6	3 4	11	12 5	404	2 14 3
28 February -	299	1 4 11	16	2 8	nil.	nil.	7	4 2	1	– 8	323	1 12 5
6 March -	298	1 4 10	8	1 4	11	– 7 –	7	6 3	4	4 –	328	2 3 5

MAILS INWARDS, or from the ISLANDS of SCILLY to PENZANCE.

1842:												
27 December	242	1 – 2	7	1 2	1	– 1 –	4	1 4	4	4 10	258	1 8 6
1843:												
3 January -	198	– 16 6	1	– 2	1	– – 6	11	9 –	2	2 1	213	1 8 3
11 January -	200	– 16 8	9	1 6	1	– – 4	11	11 10	1	1 –	222	1 11 4
19 January -	220	– 18 4	9	1 6	3	– 5 4	2	2 8	4	5 1	238	1 12 11
24 January -	273	1 2 9	5	– 10	9	1 3 4	4	4 –	6	6 –	297	2 16 11
30 January -	300	1 5 –	6	1 –	3	– 5 4	10	8 6	3	3 –	322	2 2 10
12 February -	231	– 19 3	7	1 2	4	– 2 6	12	1 –	4	6 –	258	1 9 11
22 February -	296	1 4 8	8	1 4	9	– 2 9	13	3 7	10	12 10	336	2 5 2
1 March -	226	– 18 10	7	1 2	5	– 3 –	12	2 4	13	19 8	263	2 5 –
9 March -	200	– 16 8	6	1 –	3	– 1 2	11	1 9	1	2 8	221	1 3 3

The above are the only periods for which the Return can be given, so far as relates to Packet Mails, as no account is ordinarily kept of the Number of Letters or Amount of Postage of the Mails to and from the Islands of Scilly, beyond what is necessary for the purpose of account between the two offices. The Returns from which the above has been taken were kept for a special purpose.

SHIP LETTER MAILS.

OUTWARDS.		OUTWARDS.		OUTWARDS.		INWARDS.		INWARDS.	
Date of Mail.	Number of Letters.	Date of Mail.	Number of Letters.	Date of Mail.	Number of Letters.	Date of Mail.	Number of Letters.	Date of Mail.	Number of Letters.
1842:									
9 May -	203	21 June -	300	27 October -	150	13 May -	75	27 July -	85
14 May -	187	12 Sept. -	300	4 November	300	19 July -	110	25 October -	200
19 May -	100	12 October	135	16 November	150	22 July -	86		

The different Rates of Postage on the Ship Letters cannot be stated, nor can the Foreign Letters (if any) be distinguished.

Right calculated,
C. T. Court, Acct.

General Post Office, July 1843.

W. L. Maberly, Secretary.

SCILLY MAILS.

A RETURN of the Number of MAILS despatched, OUTWARDS and INWARDS, to and from the ISLANDS of *Scilly*, from the 1st day of May 1842 to the 1st day of May 1843.

(*Sir Charles Lemon.*)

Ordered, by The House of Commons, *to be Printed,*
8 *March* 1844.

POSTAGE.

RETURN to an Order of the Honourable The House of Commons, dated 12 March 1844;—*for*,

COPY of so much of the Treasury Minute of the 26th day of December 1839, respecting the Mode of carrying out the Penny Postage Act, as relates to the Preparation and Application of Postage Stamps.

Whitehall, Treasury Chambers, 14 March 1844.

G. CLERK.

Ordered, by The House of Commons, *to be Printed*, 15 *March* 1844.

Extract of Treasury Minute, dated 26th December 1839.

THEIR Lordships, upon full consideration, have decided to require, that, as far as practicable, the Postage of Letters shall be prepaid, and to effect such prepayment by means of Stamps. Their Lordships are of opinion that the convenience of the Public will be consulted, more especially at first, by issuing Stamps of various kinds, in order that every one may select that description of Stamp which is most suitable to his own peculiar circumstances; and with a view of affording an ample choice, their Lordships are pleased to direct that the following Stamps be prepared:—

First, Stamped Covers; the Stamp being struck on pieces of paper the size of half a sheet of quarto letter-paper;

Second, Stamped Envelopes; the Stamp being struck on pieces of paper of a lozenge form, of which the stationers and others may manufacture envelopes.

Third, Adhesive Stamps; or Stamps on small pieces of paper with a glutinous wash at the back, which may be attached to letters either before or after they are written; and

Fourth, Stamps to be struck on paper of any description which the Public may send to the Stamp-office for that purpose.

The paper for the first, second, and third kinds of Stamps to be peculiar in its watermark, or some other feature, but to be supplied to Government by competition.

My Lords direct that the Commissioners of Stamps and Taxes and the Commissioners of Excise should receive the official directions to take the necessary steps, in conjunction with this Board and with the Postmaster-General, for the preparation of the Stamps herein enumerated.

Although the necessary experiments and investigations, which have been conducted under the direction of this Board, are already far advanced, my Lords fear that a considerable time will be required for completing the preparation of the dies, plates, and machinery (much of which is unavoidably of a novel construction,) necessary for the manufacture of the Stamps, and being desirous of affording to the public, with the least possible delay, the full advantage of the intended reduction in postage, their Lordships propose at once to effect such reduction.

On the use of Stamps, however, my Lords have fully decided; they will be prepared with the least possible delay, and when ready, due notice will be given of their introduction.

POSTAGE.

COPY of so much of the TREASURY MINUTE of the 26th day of December 1839, respecting the Mode of carrying out the PENNY POSTAGE Act, as relates to the Preparation and Application of POSTAGE STAMPS.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed,*
15 *March* 1844.

POST OFFICE.

RETURN to an ORDER of the Honourable The House of Commons, dated 2 April 1844;—*for*,

— No. 1. —

A RETURN of the Number of CHARGEABLE LETTERS which have passed through the LONDON GENERAL POST (Inwards and Outwards) since the first General Reduction of Postage, on the 5th day of December 1839, dividing the Time (as far as practicable) into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also of the Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner.

— No. 2. —

A RETURN of the Number of LETTERS which have passed through the LONDON DISTRICT POST (exclusive of all General Post Letters), for the same Periods; and distinguished in the same manner as the last Return.

— No. 3. —

A COMPARATIVE STATEMENT of the Number of LETTERS (including Franks during the existence of the Franking Privilege) delivered in the United Kingdom in one Week of each Calendar Month, beginning with November 1839 and ending with the present time.

— No. 4. —

ACCOUNTS showing the GROSS and NET POST-OFFICE REVENUE, and the COST of MANAGEMENT, for the United Kingdom, for each of the Years ending the 5th day of January 1839, 1840, 1841, 1842, 1843, and 1844, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the English to the Irish Post-Office, and Advances to the Money-Order Office.

— No. 5. —

AN ACCOUNT showing as nearly as it can be given, the GROSS AMOUNT of POSTAGE REVENUE, for *England* and *Wales* (exclusive of Returns for Refused Letters), for the Month ending the 5th day of January 1840 (during which the Fourpenny Rate was established); and also for the Months ending the 5th day of January 1842, the 5th day of January 1843, and the 5th day of January 1844.

— No. 6. —

AN ACCOUNT of the PAYMENTS by the POST-OFFICE, made during each of the Years ending the 5th day of January 1839, 1840, 1841, 1842, 1843, and 1844, for the CONVEYANCE of the MAILS by RAILWAY, in *Great Britain*; distinguishing, in each instance, the Payments for Work done within the Year from Payments for Work done in previous Years.

— No. 7. —

A RETURN of the Number and Amount of MONEY ORDERS Issued and Paid in *England* and *Wales*, during each Quarter, from the Quarter ending the 5th day of April 1839 to that ending the 5th day of January 1844 inclusive.

— No. 8. —

A Similar RETURN as regards MONEY ORDERS Issued and Paid in *London*.

— No. 9. —

A RETURN, by the ADMIRALTY, showing in Detail the different Items which compose the Sum of £. 612,850, charged for Packets, in Return, No. 201, of Session 1843.

— No. 10. —

A RETURN of all PROVINCIAL POST OFFICES in which, owing to the Death or Resignation of the Deputy Postmaster, COMPENSATIONS have Lapsed to the Revenue, since September 1839, showing in each case the Amount of such Compensation, and the Total Cost of the Office to the Revenue, both before and after its Re-arrangement.

— No. 11. —

COPY of all RAILWAY MAILS, as directed by the Treasury to be made in August 1842, together with an Addition, showing the Length of each Line as per Official Notice to the Company, as per Post-Office Time Bill, and as per actual Payments by the Post-Office to the Company, past and present; also an Explanation of any Discrepancy which may appear in such Return.

— No. 12. —

AN ANNUAL RETURN of FEES, PERQUISITES, &c. for the Year 1842, as ordered by the Treasury Minute of the 13th day of May 1842.

— No. 13. —

A RETURN of the DETAILS, as submitted to the Chancellor of the Exchequer, on which the ESTIMATE, No. 201, of last Session, was prepared.

— No. 14. —

A RETURN of LETTERS REGISTERED in the TRAVELLING POST-OFFICE in a Week, in July or August 1843.

(*Mr. Hawes.*)

Ordered, by The House of Commons, *to be Printed*, 16 *April* 1844.

— No. 1. —

RETURN of the Number of Chargeable Letters which have passed through the London General Post (Inwards and Outwards) since the and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also, a Return of the

1840.					1841.					1842.	
Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.
4 Jan. -	1,596,434	505,847	- -	2,102,281	2 Jan. -	333,433	1,974,684	2,047,120	4,355,237	1 Jan. -	411,335
1 Feb. -	787,139	2,217,127	- -	3,004,266	30 Jan. -	370,080	2,204,919	2,108,074	4,683,073	29 Jan. -	351,134
29 Feb. -	462,647	2,875,427	- -	3,338,074	27 Feb. -	406,173	2,349,958	2,275,321	5,031,452	26 Feb. -	405,213
28 Mar. -	386,150	2,986,517	- -	3,372,667	27 Mar. -	435,388	2,249,080	2,375,659	5,060,127	26 Mar. -	381,458
25 April -	423,930	2,980,970	- -	3,404,900	24 April -	449,338	2,191,941	2,325,650	4,966,929	23 April -	447,620
23 May -	410,399	2,630,895	419,984	3,461,278	23 May -	464,697	2,284,045	2,487,459	5,236,201	21 May -	428,056
20 June -	367,831	2,354,932	942,430	3,665,193	19 June -	485,986	2,340,379	2,516,304	5,342,669	18 June -	432,592
18 July -	337,176	2,288,040	1,188,229	3,813,445	17 July -	484,987	2,461,049	2,565,987	5,512,023	16 July -	329,842
15 Aug. -	351,934	2,181,296	1,139,334	3,971,864	14 Aug. -	466,264	2,448,165	2,562,905	5,477,334	13 Aug. -	309,876
12 Sept. -	291,973	2,229,952	1,535,137	4,057,062	11 Sept. -	479,709	2,450,026	2,644,269	5,574,004	10 Sept. -	288,825
10 Oct. -	308,686	2,201,756	1,671,736	4,182,178	9 Oct. -	468,896	2,449,606	2,722,109	5,640,611	8 Oct. -	294,939
7 Nov. -	267,743	2,119,278	1,910,581	4,297,602	6 Nov. -	411,269	2,266,492	2,762,572	5,440,333	5 Nov. -	373,149
5 Dec. -	296,285	2,096,097	1,992,219	4,384,601	4 Dec. -	405,840	2,290,108	2,802,938	5,498,886	3 Dec. -	452 285
										31 Dec. -	263,130

1839: Estimated Average for Four Weeks - - - - - - - -

Note.—The fourpenny rate came into operation on the 5th December 1839; the penny rate, 10th January 1840; stamps, 6th May 1840.

— No. 2. —

RETURN of the Number of Letters which have passed through the London District Post (exclusive of all General Post Letters) since the First distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also, a Return of the

1840.					1841.					1842.	
Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.
4 Jan. -	477,273	825,282	- -	1,302,555	2 Jan. -	140,328	810,052	619,166	1,569,546	1 Jan. -	110,452
1 Feb. -	331,589	1,207,985	- -	1,539,574	30 Jan. -	157,242	926,264	752,134	1,835,640	29 Jan. -	118,101
29 Feb. -	312,757	1,312,379	- -	1,625,136	27 Feb. -	207,265	884,822	771,041	1,863,128	26 Feb. -	178,969
28 Mar. -	214,863	1,308,100	- -	1,522,963	27 Mar. -	142,766	833,849	789,543	1,766,158	26 Mar. -	109,447
25 April -	202,390	1,368,100	- -	1,570,490	24 April -	138,618	821,807	777,210	1,737,635	23 April -	107,819
23 May -	197,922	1,198,613	285,079	1,681,614	22 May -	144,176	851,413	855,487	1,851,076	21 May -	109,883
20 June -	182,914	1,001,088	518,342	1,702,344	19 June -	140,299	906,252	837,724	1,884,275	18 June -	112,576
18 July -	175,927	920,157	565,145	1,661,229	17 July -	137,209	884,136	877,986	1,899,331	16 July -	112,674
15 Aug. -	159,153	814,873	536,197	1,510,223	14 Aug. -	121,332	790,755	736,542	1,648,629	13 Aug. -	114,520
12 Sept. -	152,441	752,423	458,658	1,363,522	11 Sept. -	117,857	734,082	683,104	1,535,043	10 Sept. -	98,914
10 Oct. -	151,106	790,919	501,069	1,443,094	9 Oct. -	119,507	763,377	719,990	1,602,874	8 Oct. -	107,141
7 Nov. -	150,429	830,235	577,598	1,558,262	6 Nov. -	120,883	755,947	793,686	1,670,516	5 Nov. -	99,227
5 Dec. -	148,362	812,559	596,997	1,557,918	4 Dec. -	119,255	799,786	840,477	1,759,518	3 Dec. -	100,902
										31 Dec. -	105,628

1839: Estimated Average for Four Weeks - - - - - - - -

Note.—The penny rate came into operation, as respects this post, on 5th December 1839; stamps, 6th May 1840.

— No. 1. —

First General Reduction of Postage, on the 5th December 1839, dividing the Time (as far as practicable) into Periods of Four complete Weeks each, Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner.

1842.			1843.					1844.				
Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
2,188,697	2,607,265	5,207,297	28 Jan. -	312,839	2,431,231	2,972,828	5,716,898	27 Jan. -	433,270	2,521,838	3,079,418	6,037,526
2,166,960	2,760,757	5,278,851	25 Feb. -	297,574	2,434,412	3,000,786	5,732,772	24 Feb. -	419,950	2,472,613	3,196,992	6,089,555
2,185,945	2,933,870	5,525,028	25 Mar. -	325,434	2,369,206	3,051,760	5,746,400	23 Mar. -	478,411	2,513,009	3,173,702	6,165,122
2,118,809	2,810,911	5,311,178	22 April -	301,666	2,360,146	3,050,184	5,711,996	—	—	—	—	—
2,153,979	2,867,074	5,468,673	20 May -	331,215	2,464,802	3,135,019	5,931,036	—	—	—	—	—
2,142,229	2,888,187	5,458,472	17 June -	295,753	2,488,421	3,123,377	5,907,551	—	—	—	—	—
2,169,878	2,731,486	5,333,956	15 July -	260,869	2,552,894	3,042,079	5,855,842	—	—	—	—	—
2,315,575	2,691,570	5,336,987	12 Aug. -	274,351	2,582,991	3,117,313	5,974,655	—	—	—	—	—
2,295,754	2,723,598	5,329,228	9 Sept. -	260,100	2,527,560	3,023,243	5,810,903	—	—	—	—	—
2,428,014	2,713,321	5,430,160	7 Oct. -	287,780	2,589,172	3,081,806	5,958,758	—	—	—	—	—
2,431,887	2,753,338	5,480,164	4 Nov. -	412,046	2,488,802	3,192,507	6,093,355	—	—	—	—	—
2,307,114	2,850,304	5,530,567	2 Dec. -	474,995	2,512,296	2,972,005	5,959,926	—	—	—	—	—
2,357,561	2,890,513	5,700,359	31 Dec. -	453,463	2,465,291	2,868,481	5,787,235	—	—	—	—	—
2,385,232	2,790,262	5,438,624										

Unpaid.	Paid.	TOTAL.
1,358,651	263,496	1,622,147

Inland Office,
13 April 1844.

W. Bokenham,
Superintending President.

— No. 2. —

General Reduction of Postage, on the 5th December 1839, dividing the Time (as far as practicable) into Periods of Four complete Weeks each, and Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner.

1842.			1843.					1844.				
Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.	Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
786,545	868,739	1,765,736	28 Jan. -	113,293	837,624	1,020,091	1,971,008	27 Jan. -	98,712	859,776	1,181,314	2,139,802
820,835	980,694	1,919,630	25 Feb. -	155,642	837,867	1,061,214	2,054,723	24 Feb. -	137,400	862,282	1,179,588	2,179,270
801,863	982,782	1,963,614	25 Mar. -	107,976	790,111	1,026,636	1,924,723	23 Mar. -	95,831	828,828	1,163,501	2,088,160
751,598	915,988	1,777,033	22 April -	107,318	798,170	1,054,347	1,959,835	—	—	—	—	—
763,339	948,116	1,819,274	20 May -	106,038	859,692	1,149,159	2,114,889	—	—	—	—	—
808,507	986,020	1,904,410	17 June -	98,451	859,883	1,088,233	2,046,567	—	—	—	—	—
821,524	965,946	1,900,046	15 July -	101,127	817,677	1,049,538	1,968,342	—	—	—	—	—
800,887	891,698	1,805,259	12 Aug. -	90,864	780,146	967,403	1,838,413	—	—	—	—	—
737,131	804,557	1,656,208	9 Sept. -	87,233	759,809	807,446	1,654,488	—	—	—	—	—
707,417	712,414	1,518,745	7 Oct. -	85,113	760,133	808,124	1,653,370	—	—	—	—	—
705,715	728,323	1,541,179	4 Nov. -	92,823	838,278	930,889	1,861,990	—	—	—	—	—
735,347	821,826	1,656,400	2 Dec. -	88,440	826,066	991,779	1,906,285	—	—	—	—	—
802,030	868,022	1,770,954	30 Dec. -	86,007	821,636	1,002,917	1,910,560	—	—	—	—	—
827,791	888,055	1,821,474										

Unpaid.	Paid.	TOTAL.
800,573	220,813	1,021,386

London District Post-Office,
13 April 1844.

R. Smith,
Superintending President.

— No. 3. —

A COMPARATIVE STATEMENT of the Number of LETTERS (including Franks during the existence of the Franking Privilege) delivered in the United Kingdom, in One Week of each Calendar Month, beginning with November 1839 and ending with the present time.

Weeks ended	ENGLAND AND WALES.				TOTAL IRELAND.	TOTAL SCOTLAND.	GROSS TOTAL UNITED KINGDOM.
	Country Offices.	London Inland, Foreign and Ship.	London District Post.	TOTAL England and Wales.			
1839:							
24 November	764,938	229,292	258,747	1,252,977	179,931	153,065	1,585,973
22 December	963,616	279,457	340,693	1,583,766	225,889	199,032	2,008,687
1840:							
January -	no return.						
23 February	1,658,002	431,298	406,476	2,495,776	349,928	353,933	3,199,637
22 March -	1,607,431	416,887	386,689	2,411,007	321,163	337,326	3,069,496
26 April -	1,505,609	410,270	390,989	2,306,868	328,074	319,924	2,954,866
24 May -	1,588,809	449,533	418,926	2,457,068	338,407	342,560	3,138,035
21 June -	1,629,123	454,376	441,848	2,525,347	343,761	352,098	3,221,206
19 July -	1,674,410	452,448	400,753	2,527,611	338,495	356,817	3,222,923
23 August -	1,746,257	461,689	343,347	2,551,293	345,831	369,436	3,266,560
20 September	1,811,213	450,871	340,232	2,602,316	350,318	366,419	3,319,053
25 October -	1,821,711	472,802	387,848	2,682,361	369,297	366,121	3,417,779
22 November	1,805,325	492,574	387,282	2,685,181	385,672	385,262	3,456,115
20 December	1,782,579	491,264	405,153	2,678,996	381,306	375,024	3,435,326
1841:							
24 January -	1,929,661	519,625	467,940	2,917,226	386,555	380,242	3,684,023
21 February	2,133,197	547,621	504,147	3,184,965	460,380	444,819	4,090,164
21 March -	1,950,501	531,960	447,766	2,930,227	389,877	401,351	3,721,455
25 April -	1,899,485	511,064	454,601	2,865,150	389,989	389,568	3,644,707
23 May -	1,908,188	546,170	452,864	2,907,222	391,332	400,581	3,699,135
20 June -	1,911,452	540,099	506,911	2,958,462	396,374	418,300	3,773,136
25 July -	2,001,546	522,290	437,471	2,961,307	383,549	401,152	3,746,008
22 August -	1,994,305	531,773	384,506	2,910,584	377,141	410,224	3,697,949
19 September	1,999,372	532,075	378,244	2,909,691	389,696	396,233	3,695,620
24 October -	2,041,335	551,711	404,271	2,997,317	404,689	407,118	3,809,124
21 November	2,029,370	564,481	435,602	3,029,453	403,421	413,248	3,846,122
19 December	2,062,129	554,990	458,459	3,075,578	425,681	437,496	3,938,755
1842:							
23 January -	2,165,323	567,636	481,206	3,214,165	421,273	423,245	4,058,683
20 February	2,385,607	581,571	522,634	3,489,812	486,909	471,763	4,448,484
20 March -	2,100,176	560,433	448,195	3,108,804	403,714	451,768	3,964,286
24 April -	2,061,679	579,332	455,279	3,096,290	428,782	404,441	3,929,513
22 May -	1,962,940	544,120	485,330	2,992,390	409,848	406,736	3,808,974
19 June -	2,015,659	549,953	467,371	3,032,983	412,689	412,688	3,858,360
24 July -	2,093,027	566,462	431,377	3,090,866	414,202	404,464	3,909,532
21 August -	2,083,969	544,113	380,682	3,008,764	405,097	420,019	3,833,880
25 September	2,159,975	556,099	382,191	3,098,265	420,078	425,700	3,944,043
23 October -	2,166,126	561,487	400,713	3,128,326	429,494	423,948	3,981,768
20 November	2,242,034	593,646	446,341	3,282,021	474,031	446,494	4,202,546
25 December	2,205,521	576,367	496,360	3,278,248	446,534	435,407	4,160,189
1843:							
22 January -	2,274,241	583,293	485,376	3,342,910	462,148	445,132	4,250,190
19 February	2,460,241	583,230	536,060	3,579,531	498,084	464,717	4,542,332
19 March -	2,251,543	599,972	489,100	3,340,615	451,102	473,721	4,265,438
23 April -	2,113,838	567,529	482,699	3,164,066	425,856	430,324	4,020,246
21 May -	2,194,226	612,605	525,006	3,331,837	441,866	438,955	4,212,658
21 June -	2,161,723	573,628	482,967	3,218,318	437,304	436,246	4,091,868
21 July -	2,222,041	596,766	473,697	3,292,504	419,403	446,634	4,158,541
21 August -	2,243,345	590,513	418,380	3,252,238	425,558	449,712	4,127,508
21 September	2,269,969	580,386	393,756	3,244,111	443,601	444,035	4,131,747
21 October -	2,305,511	592,562	459,458	3,357,531	447,323	446,875	4,251,729
21 November	2,296,489	629,630	475,476	3,401,595	478,941	468,677	4,349,213
21 December	2,369,404	622,673	519,889	3,511,966	487,844	468,868	4,468,678
1844:							
21 January -	2,415,159	641,461	523,121	3,579,741	487,953	454,058	4,521,752
21 February	2,581,958	649,391	542,687	3,774,036	524,076	503,835	4,801,947
21 March -	2,385,763	619,493	512,629	3,517,885	480,581	473,555	4,472,021

— No. 4. —

AN ACCOUNT showing the GROSS and NET POST-OFFICE REVENUE, and the COST OF MANAGEMENT, for the *United Kingdom*, for each of the Years ending 5th January 1839, 1840, 1841, 1842, 1843, and 1844; excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the *English* to the *Irish* Post-office, and Advances to the Money-Order Office.

YEAR ENDING	GROSS REVENUE.*	Cost of Management.†	NET REVENUE.	Postage Charged on the Government Departments.	Net Revenue, Exclusive of Charges on the Government Departments.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
5 Jan. 1839 - -	2,346,278 - 9½	686,768 3 6¾	1,659,509 17 2¾	45,156 - 11	1,614,353 16 3¾
— 1840‡ -	2,390,763 10 1½	756,999 7 4	1,633,764 2 9½	44,277 13 4	1,589,486 9 5½
— 1841 - -	1,342,604 5 2	858,677 - 5¼	483,927 4 8¾	90,761 3 2	393,166 1 6¾
— 1842 - -	1,495,540 9 -¾	938,168 19 7½	557,371 9 5¼	113,255 15 10	444,115 13 7½
— 1843 - -	1,578,145 16 7½	977,504 10 3	600,641 6 4½	122,161 8 9	478,479 17 7½
— 1844§ -	1,535,215 8 4¼	980,650 7 5¾	554,565 - 10½	116,503 1 -	438,061 19 10½

* Namely, the gross receipts, after deducting the returns for "Refused Letters," &c.

† Including all payments out of the revenue, in its progress to the Exchequer, except advances to the Money-Order Office.

‡ This year includes one month of the four-penny rate.

§ { Excluding old debts written off, £. 36,211 12 9¾ } £. 85,652 3 5¾
{ and East India postage remitted, £. 49,440 10 8 }

General Post-office, 13 April 1844.

Chas. Compton, Deputy Accountant-general.

— No. 5. —

AN ACCOUNT showing as nearly as it can be given, the GROSS AMOUNT of POSTAGE REVENUE for *England* and *Wales* (exclusive of Returns for Refused Letters, &c.), for the Month ending 5th January 1840 (during which the Four-penny Rate was established); and also for the Months ending 5th January 1842, 1843, and 1844.

GROSS REVENUE (ENGLAND AND WALES).

	£. s. d.
Month ending 5th January 1840 (Four-penny rate.)	103,623 - -
Month ending 5th January 1842 (Penny rate.)	100,383 3 4
Month ending 5th January 1843	102,751 - 7
Month ending 5th January 1844	106,101 2 11

General Post-office, 13 April 1844.

Chas. Compton, Deputy Accountant-general.

— No. 6. —

AN ACCOUNT of the PAYMENTS by the POST-OFFICE made during each of the Years ending 5th January 1839, 1840, 1841, 1842, 1843, and 1844, for the CONVEYANCE of the MAILS by RAILWAY in *Great Britain*; distinguishing in each instance the Payments for Work done within the Year from Payments for Work in previous Years.

PAYMENTS made in course of the Year ending	For Work done Within the Year.	For Work done in previous Years.	TOTAL PAYMENTS.
	£. s. d.	£. s. d.	£. s. d.
5 January 1839 - - - -	12,248 1 10	132 3 9	12,380 5 7
— 1840 - - - -	47,875 6 5	4,354 14 9	52,230 1 2
— 1841 - - - -	50,942 19 2	358 7 6	51,301 6 8
— 1842 - - - -	85,643 15 7	9,174 12 3	94,818 7 10
— 1843 - - - -	75,183 6 8	2,386 18 11	77,570 5 7
— 1844 - - - -	82,249 2 2	14,111 8 3	96,360 10 5

Mail Coach-office, 15 April 1844.

Geo. Stow.

— No. 7. —

A RETURN of the Number and Amount of MONEY ORDERS issued and paid in *England* and *Wales* during the undermentioned Quarters, the Quarter to the 5th January 1844 being partly estimated.

For the Quarters ended	Money Orders Issued.		Money Orders Paid.		Total Amount passing through the Office.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.
5 April 1839	28,838	49,496 5 8	25,785	43,237 14 9	54,623	92,734 – 5
5 July —	34,612	59,099 0 5	28,645	50,154 18 6	63,257	109,254 7 11
5 Oct. —	38,510	64,056 7 8	31,909	54,768 3 3	70,419	118,824 10 11
5 Jan. 1840	40,763	67,411 2 7	37,665	60,425 6 1	78,428	127,836 8 8
5 April —	76,145	119,932 12 1	70,875	117,858 – 4	147,020	237,790 12 5
5 July —	94,215	151,734 15 8	82,558	135,393 – 2	176,773	287,127 15 10
5 Oct. —	122,420	196,507 14 3	110,227	170,084 – 6	232,647	366,591 14 9
5 Jan. 1841	189,984	334,652 14 8	165,940	316,628 17 2	355,924	651,281 11 10
5 April —	275,870	567,518 12 3	274,201	561,574 14 6	550,071	1,129,093 6 9
5 July —	289,884	608,774 11 2	291,884	615,850 7 7	581,768	1,224,624 18 9
5 Oct. —	334,071	661,099 9 –	326,193	651,935 18 6	660,264	1,313,035 7 6
5 Jan. 1842	390,290	820,576 11 10	376,382	808,699 10 4	766,672	1,629,276 2 2
5 April —	419,530	890,575 17 1	415,904	887,927 15 7	835,434	1,778,503 12 8
5 July —	422,452	885,803 4 5	408,564	886,160 10 5	831,016	1,771,963 14 10
5 Oct. —	432,205	901,549 5 5	423,390	892,491 7 5	855,595	1,794,040 12 10
5 Jan. 1843	493,439	1,031,850 5 3	486,565	1,020,878 17 5	980,004	2,052,729 2 8
5 April —	512,798	1,080,249 2 2	509,130	1,075,457 18 3	1,021,928	2,155,707 – 5
5 July —	495,723	1,032,643 5 11	486,699	1,023,138 12 5	982,422	2,055,781 18 4
5 Oct. —	515,458	1,060,023 8 7	504,086	1,046,093 12 6	1,019,544	2,106,117 1 1
5 Jan. 1844	562,030	1,196,428 8 2	547,690	1,179,130 15 2	1,109,720	2,375,559 3 4

The Commission on Money Orders was, on and from 20th November 1840, reduced as follows:—
For any sum not exceeding 2 *l.* - - - - - from 6 *d.* to 3 *d.*
For any sum above 2 *l.* and not exceeding 5 *l.* - - - from 1 *s.* 6 *d.* to 6 *d.*

Money-Order Office, 15 April 1844. *Wm. Barth*, President.

— No. 8. —

A RETURN of the Number and Amount of MONEY ORDERS issued and paid in *London* during the undermentioned Quarters.

For the Quarters ended	Money Orders Issued.		Money Orders Paid.		Total Issued and Paid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.
5 April 1839	3,891	7,160 19 4	5,532	10,240 14 8	9,423	17,401 14 –
5 July —	4,436	8,019 14 11	5,741	10,775 9 9	10,177	18,795 4 8
5 Oct. —	4,585	8,718 18 4	6,259	11,603 9 11	10,844	20,322 8 3
5 Jan. 1840	4,977	8,472 2 7	6,958	13,210 1 –	11,935	21,682 3 7
5 April —	11,309	18,518 6 –	15,272	36,088 9 8	26,581	54,606 15 8
5 July —	13,582	25,566 11 –	16,515	31,392 8 5	30,097	56,958 19 5
5 Oct. —	19,965	28,981 15 3	24,584	41,219 10 8	44,549	70,201 5 11
5 Jan. 1841	16,185	48,122 18 3	38,669	86,679 19 2	54,854	134,802 17 5
5 April —	36,460	73,832 11 1	79,315	172,749 15 6	115,775	246,582 6 7
5 July —	42,559	96,194 14 2	88,085	196,364 11 6	130,644	292,559 5 8
5 Oct. —	47,483	96,850 18 –	89,451	209,646 12 3	136,934	306,497 10 3
5 Jan. 1842	57,424	114,221 2 6	104,158	256,173 18 9	161,582	370,395 1 3
5 April —	57,968	117,733 1 6	125,386	285,697 11 7	183,354	403,430 13 1
5 July —	63,347	128,836 10 1	122,858	282,999 4 3	186,205	411,835 14 4
5 Oct. —	65,283	133,028 11 –	125,933	280,721 6 4	191,216	413,749 17 4
5 Jan. 1843	73,520	146,000 7 –	143,065	320,797 17 –	216,585	466,798 4 –
5 April —	73,924	151,323 6 4	157,711	346,665 13 7	231,635	497,988 19 11
5 July —	74,942	150,407 10 –	146,374	320,501 1 8	221,316	470,908 11 8
5 Oct. —	78,757	158,873 7 9	150,358	326,699 8 2	229,115	485,572 15 11
5 Jan. 1844	87,200	173,183 6 10	167,452	370,663 17 –	254,652	543,847 3 10

The Commission on Money Orders was, on and from 20 November 1840, reduced as follows :
For any sum not exceeding 2 *l.* - - - - - from 6 *d.* to 3 *d.*
For any sum above 2 *l.* and not exceeding 5 *l.* - - - from 1 *s.* 6 *d* to 6 *d.*

Money-Order Office, 15 April 1844. *Wm. Barth*, President.

— No 9. —

AN ACCOUNT showing the Expense of the PACKET SERVICE in the Year 1842, between Places in the United Kingdom, as distinguished from that incurred between the United Kingdom and the Parts Abroad.

STATION.	Number of Packets.	EXPENSES. Hull, Masts, Yards, Rigging, Coals, and other Stores, and Repairs of the Packets.	Pay, Allowances, and Wages of the Parties belonging to: Shore Establishment.	Pay, Allowances, and Wages of the Parties belonging to: Packets.	Miscellaneous.	Total Amount.	RECEIPTS. Passage Money, Freight, &c.	Miscellaneous.	From the Belgian Government, in Part of the Expense of the Packets to and from Ostend.	Total Amount.
UNITED KINGDOM:		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Liverpool and Kingstown -	5	18,952 – –	1,816 2 7	12,623 11 2	1,217 10 9	34,609 4 6	11,825 – –	- - -	- - -	11,825 – –
Holyhead and Kingstown -	4	5,240 – –	3,789 6 10	5,514 – 10	430 19 7	14,974 7 3	2,453 13 9	67 7 1	- - -	2,521 – 10
Milford and Waterford -	5	8,446 – –	1,116 4 2	7,033 5 8	200 19 7	16,796 9 5	859 9 4	- - -	- - -	859 9 4
Portpatrick and Donaghadee	2	2,795 – –	832 5 9	1,581 2 –	211 14 10	5,420 2 7	1,060 11 3	- - -	- - -	1,060 11 3
Weymouth - - - -	3	3,007 – –	707 – 4	4,060 3 1	250 3 6	8,024 6 11	2,750 8 10	- - -	- - -	2,750 8 10
						79,824 10 8				19,016 10 3
UNITED KINGDOM AND PARTS ABROAD:										
Dover - - - -	6	4,311 – –	1,512 11 10	6,448 12 7	1,399 11 5	13,671 15 10	5,347 17 2	- - -	1,000 – –	6,347 17 2
Falmouth - - - -	Astrea	- - -	7,535 10 5	526 12 4	- - -	8,062 2 9	- - -	- - -	- - -	—
						21,733 18 7				6,347 17 2
		42,751 – –	17,309 1 11	37,787 7 8	3,710 19 8	101,558 9 3	24,297 – 4	67 7 1	1,000 – –	25,364 7 5
					Abate Total Receipts for Passage Money, &c. - - -	25,364 7 5				
					Net Expense - - - - -	76,194 1 10				

(continued)

Expense of Packets—*continued.*

2.—Her Majesty's Steam Vessels employed as Packets Abroad.

Station.	Name of Vessel.	Hull, Masts, Coals, Stores, Machinery, &c.	Wages and Victuals.	Total.
		£.	£.	£.
Mediterranean	Alecto	16,248	3,287	29,402
	Prometheus		3,287	
	Polyphemus		3,287	
	Acheron		3,293	
				29,402
Abate Receipts for Government proportion of Passage Money, &c.				1,806
Net Expense £.				27,596

3.—Her Majesty's Sailing Vessels employed as Packets Abroad.

Station.	Name of Vessel.	Hull, Masts, Rigging, Stores, &c.	Wages and Victuals.	Total.
		£.	£.	£.
Employed as Branch Packets in the South American Line	Viper	2,310	1,910	8,302
	Cockatrice		1,910	
	Spider		2,172	
Falmouth to South America	Crane	6,570	2,372	20,802
	Express		2,372	
	Linnet		2,372	
	Penguin		2,372	
	Peterel		2,372	
	Swift		2,372	
Total Expense £.				29,104

4.—Contract Packet Service, in 1842.

STATION.	Contract Price.	Other Expenses. (A.)	Total.	Receipts.	Net Expenses.	REMARKS.
United Kingdom:	£.	£.	£.	£.	£.	(A.) Allowances to Government Agents, &c.
Liverpool and Kingstown	9,000	750	9,750	-	9,750	
Liverpool and Isle of Man	850	-	850	-	850	
Aberdeen and Lerwick	900	-	900	-	900	
Total £.	10,750	750	11,500	-	11,500	
United Kingdom and Parts Abroad:						(B.) Annual contribution by the Danish Government in aid of expense of the Line.
London and Hamburgh	17,000	-	17,000	(B.) 1,000	16,000	
Falmouth and Peninsula	29,600	1,075	30,675	-	30,675	
Falmouth and Alexandria	34,400	645	35,045	-	35,045	
Alexandria and Beyrout	1,560	250	1,810	-	1,810	
West India Islands	240,000	3,010	243,010	-	243,010	
Halifax and Bermuda	4,469	-	4,469	-	4,469	
Liverpool, Halifax, and Boston	80,000	860	80,860	-	80,860	
Halifax and St. John's, Newfoundland	4,150	-	4,150	-	4,150	
Total £.	411,179	5,840	417,019	1,000	416,019	
Total as above	10,750	750	11,500	-	11,500	
Total of the Whole £.	421,929	6,590	428,519	1,000	427,519	

ABSTRACT:

	Gross.	Receipts. Postage Receipts not known at Admiralty.	Net.
United Kingdom:	£. s. d.	£. s. d.	£. s. d.
1. Mail Steam Packets on Home Stations	79,824 10 8	19,016 10 3	60,808 - 5
4. Contract Packet Service in 1842	11,500 - -	- - -	11,500 - -
Total £.	91,324 10 8	19,016 10 3	72,308 - 5
United Kingdom and Parts Abroad:			
1. Mail Steam Packet on the Home Station	21,733 18 7	6,347 17 2	15,386 1 5
2. Her Majesty's Steam Vessels employed as Packets Abroad	29,402 - -	1,806 - -	27,596 - -
3. Her Majesty's Sailing Vessels employed as Packets Abroad	29,104 - -	- - -	29,104 - -
4. Contract Packet Service in 1842	417,019 - -	1,000 - -	416,019 - -
Total £.	497,258 18 7	9,153 17 2	488,105 1 5
Total as above	91,324 10 8	19,016 10 3	72,308 - 5
Grand Total £.	588,583 9 3	28,170 7 5	560,413 1 10

Admiralty, 11 April 1843. (signed) *J. T. Briggs*, Accountant-General of the Navy.

— No. 10. —

A RETURN of all PROVINCIAL POST-OFFICES in which, owing to the Death or Resignation of the Deputy Postmaster, COMPENSATIONS have Lapsed to the Revenue since September 1839, showing in each Case the Amount of such Compensations, and the Total Cost of the Office to the Revenue, both before and after its Re-arrangement; the Cost after Re-arrangement being stated, first, as originally Proposed by the Post-Office; second, as Authorized by the Treasury, to the 5th of April 1844.

PROVINCIAL POST-OFFICES.	Compensations which have Lapsed to the Revenue.	Total Cost of Office to the Revenue before its Re-arrangement.	Total Cost of Office to the Revenue after its Re-arrangement.	Cost, after Re-arrangement, as originally Proposed by the Post-Office.	Cost, after Re-arrangement, as Authorized by the Treasury.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
East Grinstead	4 10 –	120 14 –	116 4 –	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Stourbridge	19 – –	182 17 10	163 17 10	– ditto –	– ditto.
Pembroke	3 10 –	50 10 –	47 – –	– ditto –	– ditto.
Rye	4 – –	82 – –	78 – –	– ditto –	– ditto.
Fowey	2 – –	34 – –	32 – –	– ditto –	– ditto.
Wrexham	10 10 –	128 – –	117 10 –	– ditto –	– ditto.
Huntingdon	7 10 –	263 5 6	255 15 6	– ditto –	– ditto.
Aylesbury	2 10 –	93 14 –	91 4 –	– ditto –	– ditto.
Monmouth	8 10 –	169 19 6	161 9 6	– ditto –	– ditto.
Brecon	8 10 –	138 15 8	130 5 8	– ditto –	– ditto.
Northampton	26 10 –	349 6 –	322 16 –	– ditto –	– ditto.
Watford	5 10 –	111 5 –	105 15 –	– ditto –	– ditto.
Shepton Mallet	4 10 –	86 15 –	82 5 –	– ditto –	– ditto.
Croydon	10 – –	146 3 –	136 3 –	– ditto –	– ditto.
St. Clear's	– 10 –	49 1 –	48 11 –	– ditto –	– ditto.
Chepstow	2 – –	232 2 10	230 2 10	– ditto –	– ditto.
Chatham	128 – –	353 5 6	357 5 6	377 5 6	357 5 6
Reigate	3 10 –	75 15 –	72 5 –	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Wirksworth	15 – –	54 – –	39 – –	– ditto –	– ditto.
Market Deeping	4 – –	60 – –	56 – –	– ditto –	– ditto.
Loughborough	16 10 –	148 – –	131 10 –	– ditto –	– ditto.
St. Alban's	7 – –	172 6 –	165 6 –	– ditto –	– ditto.
Fakenham	2 – –	87 – –	85 – –	– ditto –	– ditto.
Newcastle (Stafford.)	20 – –	707 9 –	687 9 –	– ditto –	– ditto.
Petersfield	5 10 –	74 15 –	69 5 –	– ditto –	– ditto.
Middlewich	1 – –	97 – –	96 – –	– ditto –	– ditto.
Yarmouth	42 – –	478 6 –	436 6 –	– ditto –	– ditto.

(*continued*)

PROVINCIAL POST-OFFICES.	Compensations which have Lapsed to the Revenue.	Total Cost of Office to the Revenue before its Re-arrangement.	Total Cost of Office to the Revenue after its Re-arrangement.	Cost, after Re-arrangement, as originally Proposed by the Post-Office.	Cost, after Re-arrangement, as Authorized by the Treasury.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brixham	4 – –	84 5 –	80 5 –	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Sleaford	12 – –	92 – –	80 – –	– ditto –	– ditto.
Wantage	4 – –	48 8 –	44 8 –	– ditto –	– ditto.
Thetford	7 – –	187 12 –	180 12 –	– ditto –	– ditto.
Newport (Isle of Wight)	13 – –	184 16 –	171 16 –	– ditto –	– ditto.
Sandwich	1 – –	54 16 –	53 16 –	– ditto –	– ditto.
Sherborne	8 – –	71 5 –	63 5 –	– ditto –	– ditto.
Brigg	1 – –	115 8 –	114 8 –	– ditto –	– ditto.
West Bromwich	1 10 –	118 17 4	117 7 4	– ditto –	– ditto.
Saxmundham	7 – –	91 16 –	84 16 –	– ditto –	– ditto.
Isle of Man	10 10 –	244 13 –	234 3 –	– ditto –	– ditto.
Staines	2 – –	128 – –	126 – –	– ditto –	– ditto.
Sidmouth	3 – –	100 10 –	97 10 –	– ditto –	– ditto.
Chatteris	1 – –	54 – –	53 – –	– ditto –	– ditto.
Llanelly	1 10 –	48 18 –	47 8 –	– ditto –	– ditto.
Harlow	2 10 –	34 10 –	32 – –	– ditto –	– ditto.
Esher	1 10 –	76 – –	74 10 –	– ditto –	– ditto.
Aberystwith	4 10 –	141 12 10	137 2 10	– ditto –	– ditto.
Cranbrook	3 10 –	70 15 –	67 5 –	– ditto –	– ditto.
Reading	35 – –	386 11 –	426 11 –	426 11 –	426 11 –
Bungay	6 – –	61 – –	55 – –	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Holbeach	3 – –	53 8 6	50 8 6	– ditto –	– ditto.
Wotton-under-Edge	6 10 –	92 16 –	86 6 –	– ditto –	– ditto.
Durham	98 – –	401 – –	303 – –	– ditto –	– ditto.
Folkstone	3 10 –	90 10 –	87 – –	– ditto –	– ditto.
Prescot	12 – –	108 10 –	96 10 –	– ditto –	– ditto.
Alresford	8 10 –	67 12 6	59 2 6	– ditto –	– ditto.
Spilsby	6 10 –	70 10 8	64 – 8	– ditto –	– ditto.
Calne	2 10 –	37 10 –	35 – –	– ditto –	– ditto.
Bridlington	3 – –	84 2 8	81 2 8	– ditto –	– ditto.
Plympton	1 – –	31 – –	30 – –	– ditto –	– ditto.
Uxbridge	43 – –	154 – –	175 – –	175 – –	175 – –
Welchpool	15 10 –	289 16 6	274 6 6	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.

PROVINCIAL POST-OFFICES.	Compensations which have Lapsed to the Revenue.	Total Cost of Office to the Revenue before its Re-arrangement.	Total Cost of Office to the Revenue after its Re-arrangement.	Cost, after Re-arrangement, as originally Proposed by the Post-Office.	Cost, after Re-arrangement, as Authorized by the Treasury.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Carlisle	24 10 –	863 17 8	839 7 8	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Higham Ferrers	– 10 –	34 8 –	33 18 –	– ditto	– ditto.
Darlington	30 – –	355 3 4	325 3 4	– ditto –	– ditto.
Ramsgate	105 – –	397 6 9	406 – –	406 – –	406 – –
Ringwood	8 10 –	88 10 –	80 – –	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Christchurch	7 – –	42 1 –	35 1 –	– ditto –	– ditto.
York	178 8 –	1,734 12 8	1,556 4 8	– ditto –	– ditto.
Newtown	4 – –	88 5 –	84 5 –	– ditto –	– ditto.
Leeds	103 – –	2,318 1 –	2,215 1 –	– ditto –	– ditto.
Hertford	11 – –	137 12 –	126 12 –	– ditto –	– ditto.
Swaffham	4 10 –	101 2 –	96 12 –	– ditto –	– ditto.
Stoneham	– 10 –	36 10 –	36 – –	– ditto –	– ditto.
Pewsey	– 10 –	51 17 4	51 7 4	– ditto –	– ditto.
Altrincham	3 – –	48 – –	45 – –	– ditto –	– ditto.
Midhurst	4 – –	42 – –	38 – –	– ditto –	– ditto.
Epsom	9 – –	135 5 –	126 5 –	– ditto –	– ditto.
Denbigh	3 – –	66 8 –	63 8 –	– ditto –	– ditto.
Totness	8 – –	158 4 4	150 4 4	– ditto –	– ditto.
Coventry	28 10 –	535 16 6	507 6 6	– ditto –	– ditto.
Moreton-in-Marsh	2 – –	101 8 6	99 8 6	– ditto –	– ditto.
Wigan	4 10 –	162 14 4	158 4 4	– ditto –	– ditto.
Blandford	10 – –	140 – –	130 – –	– ditto –	– ditto.
Maidstone	154 10 –	550 18 6	566 8 6	586 8 6	566 8 6
Shrewsbury	106 10 –	586 14 –	480 4 –	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Retford	18 10 –	82 10 –	64 – –	– ditto –	– ditto.
Ely	3 – –	68 12 –	65 12 –	– ditto –	– ditto.
Nampwich	6 – –	92 10 –	86 10 –	– ditto –	– ditto.
Tewkesbury	9 10 –	173 19 –	164 9 –	– ditto –	– ditto.
Bedale	3 10 –	161 2 –	157 12 –	– ditto –	– ditto.
Cardigan	6 – –	94 6 –	88 6 –	– ditto –	– ditto.
Carnarvon	10 10 –	163 16 –	153 6 –	– ditto –	– ditto.
Ulverstone	35 – –	151 15 2	116 15 2	– ditto –	– ditto.
Braintree	3 10 –	126 4 –	122 14 –	– ditto –	– ditto.
Bideford	10 – –	103 5 –	93 5 –	– ditto –	– ditto.
Alton	7 – –	126 4 –	85 12 –	– ditto –	– ditto.
Bishops Stortford	6 – –	138 5 –	132 5 –	– ditto –	– ditto.
Newport (Salop)	8 – –	50 – –	42 – –	– ditto –	– ditto.
Hull	349 – –	1,228 – 4	1,473 14 4	1,509 9 4	1,473 14 4
Cockermouth	2 – –	80 5 –	78 5 –	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Peterborough	21 – –	202 7 8	181 7 8	– ditto –	– ditto.
Halifax	81 10 –	439 14 –	358 4 –	– ditto –	– ditto.
Haverfordwest	20 10 –	251 6 4	230 16 4	– ditto –	– ditto.

(continued)

PROVINCIAL POST-OFFICES.	Compensations which have Lapsed to the Revenue.	Total Cost of Office to the Revenue before its Re-arrangement.	Total Cost of Office to the Revenue after its Re-arrangement.	Cost, after Re-arrangement, as originally Proposed by the Post-Office.	Cost, after Re-arrangement, as Authorized by the Treasury.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Guernsey	4 – –	234 16 4	230 16 4	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Eye	1 – –	43 16 –	42 16 –	– ditto –	– ditto.
Cheltenham	113 10 –	1,265 11 8	1,152 1 8	– ditto –	– ditto.
Richmond	10 – –	110 6 –	100 6 –	– ditto –	– ditto.
Godalming	7 10 –	75 15 –	68 5 –	– ditto –	– ditto.
Knaresborough	6 10 –	93 16 –	87 6 –	– ditto –	– ditto.
Ashburton	2 – –	137 11 8	135 11 8	– ditto –	– ditto.
Jersey	15 – –	341 14 4	326 14 4	– ditto –	– ditto.
Bridgewater	13 – –	295 7 8	282 7 8	– ditto –	– ditto.
Wellington (Somerset)	1 – –	99 1 5	98 1 5	– ditto –	– ditto.
Newport (Monmouth)	70 – –	425 11 2	355 11 2	– ditto –	– ditto.
Barnstaple	25 10 –	219 11 10	194 1 10	– ditto –	– ditto.
Eversham	1 – –	79 5 –	78 5 –	– ditto –	– ditto.
Melksham	5 – –	100 12 –	95 12 –	– ditto –	– ditto.
Horsham	18 – –	140 16 –	122 16 –	– ditto –	– ditto.
Newnham	– 10 –	62 7 1	61 17 1	– ditto –	– ditto.
Truro	34 – –	370 12 8	336 12 8	– ditto –	– ditto.
Guildford	16 – –	209 17 –	193 17 –	– ditto –	– ditto.
Glastonbury	1 10 –	94 11 8	93 1 8	– ditto –	– ditto.
Sheffield	298 – –	1,124 15 6	976 15 6	976 15 6	976 15 6
Royston	4 – –	103 12 –	99 12 –	– – as in preceding column.	– – proposed re-arrangement not submitted to the Treasury.
Hereford	67 – –	407 13 5	340 13 5	– ditto –	– ditto.
Barnet	2 – –	108 6 –	106 6 –	– ditto –	– ditto.
Barnard Castle	4 – –	111 5 –	107 5 –	– ditto –	– ditto.
Shoreham	2 – –	89 14 –	87 14 –	– ditto –	– ditto.
Poole	23 – –	183 7 8	160 7 8	– ditto –	– ditto.
Wells (Somerset)	14 – –	230 19 –	216 19 –	– ditto –	– ditto.
Diss	– 10 –	61 – –	60 10 –	– ditto –	– ditto.
Bakewell	2 10 –	136 10 –	134 – –	– ditto –	– ditto.
Skipton	– 10 –	163 15 –	163 5 –	– ditto –	– ditto.
Kidderminster	22 – –	179 11 5	157 11 5	– ditto –	– ditto.
Blackburn	38 – –	290 2 8	252 2 8	– ditto –	– ditto.

13 April 1844.

Charles Compton,
Deputy Accountant-general.

A RETURN of all PROVINCIAL POST-OFFICES in *Ireland*, in which, owing to the Death or Resignation of the Deputy Postmasters, Compensations have Lapsed to the Revenue since September 1839; showing in each Case the Amount of such Compensation, and the Total Cost of the Office to the Revenue both before and after its Re-arrangement; the Cost after Re-arrangement being stated, first, as originally Proposed by the Post-Office; second, as Authorized by the Treasury, to 5th April 1844.

PROVINCIAL POST-OFFICES.	Compensations which have Lapsed to the Revenue.	Total Cost of the Office to the Revenue before its Re-arrangement.	Total Cost of the Office to the Revenue after its Re-arrangement.	Cost, after Re-arrangement, as originally Proposed by the Post-Office.	Cost, after Re-arrangement, as Authorized by the Treasury.
	£. s. d.	£. s. d.	£. s. d.		
Bandon	2 10 –	122 10 –	120 – –	as in preceding column.	proposed re-arrangement not submitted to the Treasury.
Cahir	3 – –	83 – –	80 – –		
Carlow	12 – –	205 5 –	193 5 –		
Carrickmacross	2 – –	72 18 8	70 – –		
Comber	1 10 –	43 10 –	42 – –		
Cork	32 10 –	1,027 2 –	994 12 –		
Dundalk	6 10 –	181 11 8	175 – –		
Dungannon	2 10 –	164 10 –	162 – –		
Oranmore	2 – –	41 – –	39 – –		
Portadown	2 – –	49 17 4	47 – –		
Skibbereen	2 – –	74 – –	72 – –		
Tralee	2 – –	186 15 8	184 15 8		
Tuam	3 – –	98 13 –	95 13 –		
Tullamore	– 10 –	83 15 –	83 5 –		
Youghal	1 10 –	91 10 –	90 – –		

Anthony Lyster.

General Post-Office, Dublin, 9 April 1844.

T. O. Lees, for Secretary.

A RETURN of all PROVINCIAL POST-OFFICES in *Scotland*, in which, owing to the Death or Resignation of the Deputy Postmasters, Compensations have Lapsed to the Revenue since September 1839; showing in each Case the Amount of such Compensation, and the Total Cost of the Office both before and after its Re-arrangement; the Cost after Re-arrangement being stated, first, as originally Proposed by the Post-Office; second, as authorized by the Treasury, to the 5th of April 1844.

PROVINCIAL POST-OFFICES.	Compensations which have Lapsed to the Revenue.	Total Cost of the Office to the Revenue before its Re-arrangement.	Total Cost of the Office to the Revenue after its Re-arrangement.	Cost, after Re-arrangement, as originally Proposed by the Post-Office.	Cost, after Re-arrangement, as Authorized by the Treasury.
	£. s. d.	£. s. d.	£. s. d.		
Auchterarder	2 – –	32 – –	30 – –	as in preceding column.	proposed re-arrangement not submitted to the Treasury.
Auchtermuchty	2 – –	47 – –	45 – –		
Ayr	10 10 –	189 10 –	169 – –		
Campbelltown	3 – –	68 – –	65 – –		
Cupar Angus	2 – –	37 – –	35 – –		
Cupar Fife	20 – –	135 – –	115 – –		
Dingwall	5 – –	103 – –	98 – –		
Elgin	7 – –	110 – –	103 – –		
Huntly	3 10 –	59 10 –	56 – –		
Kilmarnock	6 – –	251 – –	245 – –		
Linlithgow	2 10 –	62 10 –	60 – –		
Montrose	11 10 –	166 4 –	154 14 –		
Paisley	23 – –	278 – –	255 – –		
Port Glasgow	3 – –	79 – –	76 – –		
Hawick	8 – –	117 – –	109 – –		
Kirkcaldy	23 – –	260 – –	237 – –		
Stranraer	8 10 –	137 – –	96 10 –		

— No. 11. — - - - - - - - -

Copy of RETURN regarding all Railway Mails, as directed by the Treasury to be made in August 1842, together with an Addition showing the Company, past and present; also an Explanation of

NAMES of RAILWAYS.	Number of Despatches per Day in each Direction, stating whether Sunday is an exception or not.	Length of the Line as per Official Notice to the Company.	Length of the Line as per Post-office Time-bills.	Length of the Line as per Actual Payments to the Company.		Number of Double Miles per Day to which the Award has Reference.	Total Annual Payment due to the Company under the Award.
				Past.	Present.		
		Mls. fur.	*Mls. fur.*	*Mls. fur.*	*Mls. fur.*	*Mls. fur.*	£. *s.* *d.*
*Arbroath and Forfar -	One, Sundays included -	- - -	15 0	- -	- -	15 0	40 - -
Birmingham and Derby	- - - ditto - -	41 2	41 2	- -	- -	41 2	3,900 - -
Birmingham and Gloucester.	Two, Sundays included -	(1) 50 4 from Gloucester to Camp Hill.	50 4 from Gloucester to Camp Hill.	(1) 53 4	(1) 53 0	106 0	10,156 2 6
*Brandling Junction -	- - Two between Gateshead and Sunderland, and one between Gateshead and South Shields, Sundays included.	- - -	- - -	- -	- -	20 0	130 - -
*Carlisle and Newcastle	One, Sundays included -	59 0	59 0	60 0	- -	60 0	907 7 -
Chester and Birkenhead	- - - ditto - -	(2) 14 3	(2) 14 3	(2) 14 4	(2) 14 4	14 4	562 6 6
Crewe and Chester -	Two, Sundays included -	21 0	21 0	- -	- -	42 0	2,628 - -
*Dublin and Kingstown -	- - Six on week days, and four on Sundays.	- - -	6 0	- -	- -	36 0 on week days, and 24 miles on Sundays.	500 - -
Dundee and Arbroath -	One, Sundays included -	17 0	17 0	- -	- -	17 0	636 14 9
Edinburgh and Glasgow	- - Three in each direction on week days, and two in each direction on Sundays.	46 0	46 0	- -	- -	138 - on week days, and 92 miles on Sundays.	1,800 - -
Glasgow and Ayr -	One, except Sundays -	40 0	40 0	- -	- -	40 0	281 14 -
Glasgow and Greenock	Three, except Sundays	22 4	22 4	- -	- -	67 4	449 18 9
Glasgow and Paisley -	One, except Sundays - -	7 0	7 0	- -	- -	7 0	not fixed -
Grand Junction - -	Three, Sundays included -	97 2	97 2	- -	- -	349 4	17,940 - -
Great North of England	One, Sundays included -	44 6	44 6	44 4	44 4	44 4	947 9 7
Great Western - -	- Three, Sundays included. One of these is only between Bristol and Beambridge.	(3) 171 4 between London and Beambridge, and 18 miles between Swindon and Cirencester.	(3) 171 0 between London and Beambridge, and 18 miles between Swindon and Cirencester.	- -	- -	378 0	not fixed -
Leeds and Selby - -	One, Sundays included -	(4) 23 4	(1) 24 0	(4) 25 0 and subsequently 24.	23 4	23 4	1,072 3 9
London and Birmingham	Two, Sundays included -	(5) 111 6	(5) 111 6	(5) 112 2	(5) 112 2	224 4	14,510 13 -

— No. 11. —

Length of each Line, as per Official Notice to the Company, as per Post-office Time-bills, and as per Actual Payments by the Post Office to the any Discrepancy which may appear in such Return.

Ordinary and Maximum Weight of Mail, including Bags, as nearly as can be given, stated Separately as regards each Trip.	Ordinary. *Cwts.qrs.lbs.*	Maximum. *Cwts.qrs.lbs.*	Amount of Space set apart in the Railway Carriages for the Use of the Post-office.	Number of Guards or other Post-office Servants for whom Accommodation is Provided at each Trip.	Whether the Guards travel Inside or Outside the Carriage.	Explanation of any Discrepancy.
- - - - - about 3 lbs.			Space for a small bag - -	None.		
From Birmingham - -	3 0 0 —	3 2 10	- - 6 ft. 2 in. long, 6 ft. 1 in.	- - One guard, and	Inside -	- - The payment for this
From Derby - -	3 1 15 —	8 2 14	wide, and 5 ft. 5 in. deep.	sometimes an inspector.		service is not by the mile.
From Birmingham - 1st	4 1 0 —	6 1 12	- - 6 ft. 10 in. long, 5 ft. 10 in.	- - ditto - -	ditto -	- (1) Notice not served upon
2d	1 3 20 —	3 0 19	wide, and 6 ft. 4 in. deep.			the company for extension
From Gloucester - 1st	1 2 23 —	2 0 0				from Camp Hill to Birming-
2d	1 3 6 —	2 0 1				ham; discrepancy in distance
- - - - 1st	0 0 11 —	0 0 20	- - Part of a luggage-van be-			owing to erroneous informa-
Between Gateshead 2d	0 0 22 —	0 0 52	tween Gateshead and Sunder-			tion from the company. Ac-
and Sunderland - 3d	0 0 12 —	0 0 13	land, and an imperial between			tual distance exceeds that for
4th	0 0 12 —	0 0 18	Gateshead and South Shields.			which payment is made.
Between Gateshead 1st	0 0 4 —	0 0 7				
and South Shields - 2d	0 0 18 —	0 0 38				
From Carlisle - -	1 0 27 —	2 1 0	- - 5 ft. 5 in. long, 3 ft. 6 in.	One guard - -	ditto -	- - The payment for this
From Newcastle -	1 0 20 —	1 0 26	wide, and 5 ft. 8 in. deep.			service is not by the mile.
From Chester - -	5 2 24 —	7 2 3	- - 8 ft. 9 in. long, 6 ft. wide,	- ditto - - -	ditto -	- - (2) The actual distance
From Birkenhead -	0 1 0 —	0 1 4	and 5 ft. 3 in. deep.			exceeds that for which pay-
						ment is made.
From Crewe - - 1st	6 2 2 —	8 1 9	- - 8 ft. 5 in. long, 6 ft. wide,	- ditto - - -	ditto -	- - The payment for this
2d	0 1 9 —	0 1 12	and 5 ft. 3 in. deep.			service is not by the mile.
From Chester - 1st	2 0 0 —	2 0 16				
2d	1 0 0 —	1 0 12				
Average from Kingstown.		Average from Dublin.				
- - - - 1st	0 0 8 —	2 2 14	- - A compartment of a car-	- ditto - - -	ditto.	
2d	3 2 20 —	0 0 10	riage about 150 cubic feet.			
3d	0 0 8 —	3 2 12				
4th	0 0 16 —	2 2 18				
5th	0 1 26 —					
6th	7 2 13 —					
	Ordinary.	Maximum.				
From Dundee - -	1 2 13 —	1 3 17	- - The mail-coach is convey-	- ditto - -	- Inside the	- - The payment for this
From Arbroath -	0 2 21 —	0 3 16	ed on a truck.		mail-coach.	service is not by the mile.
From Edinburgh - 1st	1 0 3 —	1 0 12	- - An imperial on the roof of	- ditto - - -	Outside -	- - The payment for this
2d	1 0 8 —	1 1 18	a carriage.			service is not by the mile.
3d	2 0 20 —	2 1 14				
From Glasgow - 1st	1 0 18 —	1 1 7				
2d	0 2 2 —	1 1 2				
3d	2 0 0 —	2 0 20				
From Glasgow - -	1 1 9 —	1 2 4	- - ditto - -	- ditto - - -	ditto -	- - The payment for this
From Ayr - -	0 0 22 —	0 1 0				service is not by the mile.
From Glasgow - 1st	0 0 5 to Paisley only		- - The bags are taken charge	- - - -	- -	- - The payment for this
2d	0 0 17 —		of by the railway guards on			service is not by the mile.
3d	0 2 9 —		this line.			
4th	0 0 15 —					
From Paisley only - 1st	0 0 4 —					
From Greenock - 2d	0 0 18 —					
3d	0 0 14 —					
4th	0 1 11 —					
From Birmingham - 1st	26 0 27 —	44 2 7	Travelling post-office - -	1 guard and 4 clerks -	Inside -	- - The payment for this
2d	0 2 0 —	0 2 14	Imperial - - - -	1 guard - - -	Outside.	service is not by the mile.
3d	11 2 - —	11 3 16	Travelling post-office - -	1 guard and 1 clerk -	Inside.	
From Liverpool and 1st	4 3 4 —	7 3 6	- - ditto - -	- - ditto - -	ditto.	
Manchester - - 2d	0 2 0 —	0 2 10	Imperial - - - -	1 guard - - -	Outside.	
3d	14 2 11 —	17 2 14	Travelling post-office - -	1 guard and 4 clerks -	Inside.	
From York - -	6 1 24 —	9 2 2	- - A tender, 10 feet long and	- - 1 guard, and some-	ditto.	
From Darlington -	3 3 20 —	4 0 2	6 ft. 2 in. wide.	times an inspector.		
From London (night)	25 2 11 —	43 2 5	13 ft. long and 8 ft. 2 in. wide	2 guards - ditto -	ditto -	- - (3) The Post-office time-
Ditto - - (day) -	3 1 8 —	3 1 14	4ft. 2in. long & 8ft. 2in. wide	1 guard - ditto -	ditto.	bills were printed before the
From Beambridge (night)	15 2 21 —	19 1 8	13 ft. long and 8 ft. 2 in. wide	2 guards - ditto -	ditto.	difference was discovered.
Ditto - to Bristol (day)	0 3 27 —	1 0 23	4ft. 3in. long & 8ft. 4in. wide	1 guard - ditto -	ditto.	
Bristol to Beambridge (day)	2 0 25 —	2 2 20	- - ditto - -	- ditto - ditto -	ditto.	
Ditto to London (day)	1 3 2 —	1 3 12	4ft. 2in. long & 8ft. 2in. wide	- ditto - ditto -	ditto.	
From Leeds - -	2 0 26 —	4 3 25	6 ft. long, 4 ft. 3 in. wide, and	- ditto - ditto -	ditto -	- - (4) In consequence of er-
From Selby - -	1 1 0 —	2 0 6	5 ft. 3 in. deep.			roneous information from the
						company.
From London (night)	49 2 0 —	108 3 0	Travelling post-office - -	1 guard and 2 clerks -	ditto -	- - (5) The bills were framed
(day) -	11 0 0 —	13 2 0	- - ditto - -	1 guard and 1 clerk -	ditto.	from information furnished
From Birmingham (night)	20 3 27 —	35 3 20	- - ditto - -	1 guard and 2 clerks -	ditto.	by the company when first
(day)	6 1 0 —	6 2 0	- - ditto - -	1 guard and 1 clerk -	ditto.	the line was used; the actual
						distance exceeds that for
						which payment is made.

(*continued*)

NAMES of RAILWAYS.	Number of Despatches per Day in each Direction, stating whether Sunday is an exception or not.	Length of the Line as per Official Notice to the Company.	Length of the Line, as per Post-office Time-bills.	Length of the Line, as per Actual Payments to the Company.		Number of Double Miles per Day to which the Award has Reference.	Total Annual Payment due to the Company under the Award.
				Past.	Present.		
		Mls. fur.	*Mls. fur.*	*Mls. fur.*	*Mls. fur.*	*Mls. fur.*	£. *s.* *d.*
Liverpool and Manchester	- - Four each way on week days; and on Sundays, two from Liverpool, and one from Manchester.	- - The services performed for the Post-office on this line are not under notice, with the exception of the special train between Parkside and Liverpool.	30 0	30 0	30 0	120 0 on week days; on Sundays 30 double miles and 30 single miles.	498 15 -
Parkside and Liverpool -	One special train daily -	- - - -	- - -	- -	- -	- - -	1,916 5 -
London and Brighton -	One, except Sundays -	50 4	50 4	- -	- -	50 4	263 8 10
London and South Western	- - One daily, with the night-mail, and one every day, except Sunday, with the day-mail.	77 0 between London and Southampton, and 15 miles between Gosport and Bishopstoke.	77 0 between London and Southampton, and 15 miles between Gosport and Bishopstoke.	- -	- -	184 0	7,271 10 -
*Manchester and Bolton -	- - Two on week days, and one on Sundays.	- - -	10 0	- -	- -	20 0	101 14 -
Manchester and Leeds -	One, Sundays included -	60 0	60 0	- -	- -	60 0	1,104 2 6
*Manchester and Stockport	Two, Sundays included -	- - -	6 0	- -	- -	12 0	60 - -
Midland Counties - -	- - One daily between Rugby and Derby, and one daily between Rugby and Leicester.	49 2	49 2	49 2	49 2	69 2	2,804 - 8
*Newcastle and North Shields.	Two, Sundays included -	- - -	6 6	- -	- -	13 4	50 - -
North Midland - -	One, Sundays included -	72 6	72 6	72 6	72 6	72 6	2,622 3 7
North Union - -	Two, Sundays included -	22 2	22 2	- -	- -	44 4	4,443 17 6
Northern and Eastern -	One, except Sundays -	- - No notice has been served on the Company.	32 2	- -	- -	32 2	156 10 -
Eastern Counties - -	One, Sundays included -	51 1	51 1	- -	- -	51 1	Not fixed -
Preston and Lancaster -	Two, Sundays included -	20 1	20 1	- -	- -	40 2	4,745 - -
Selby and Hull - -	One, Sundays included -	30 6	30 6	- -	- -	30 6	Not fixed -
*Stockton and Darlington	Two, Sundays included -	- The mail services on this line are not under notice.	12 0	- -	- -	24 0	219 - -
*Stockton and Hartlepool	- - Two on week days, and one on Sundays.	- - -	13 0	- -	- -	26 0 on week days, and 13 miles on Sundays.	118 12 6
*Stockton and Middlesborough.	- - Two on week days, and one on Sundays.	- - -	- - -	- -	- -	7 0 on week days, and 3 mls. 4 fur. on Sundays.	54 15 -
York and North Midland	One, Sundays included -	(1) 23 4	(1) 23 4	(1) 25 0 and subsequently 24 4	- -	(1) 24 4	Not fixed -
*Darlington and Bishop Auckland.	One, Sundays included -	- - -	11 0	- -	- -	11 0	100 7 6
*Kilmarnock and Dalry -	- - Two from Kilmarnock, and one from Dalry; none on the line on Sundays.	- - -	10 0	- -	- -	10 0 and 10 single miles.	75 - -
*Hartlepool Dock and Railway Company.	One, Sundays included -	- - -	12 0	- -	- -	7 4	32 13 8

* On the railways marked thus (*), the arrangements for the conveyance of the mails were entirely made by the district surveyors, under whose superintendence they still continue; they are not under notice, but under contract. The particulars have been taken from the surveyor's returns.

Ordinary and Maximum Weight of Mail, including Bags, as nearly as can be given, stated Separately as regards each Trip.		Ordinary. Cwts.qrs.lbs.	Maximum. Cwts.qrs.lbs.	Amount of Space set apart in the Railway Carriages for the Use of the Post-office.	Number of Guards or other Post-office Servants for whom Accommodation is Provided at each Trip	Whether the Guards travel Inside or Outside the Carriage.	Explanation of any Discrepancy.
From Liverpool	1st	0 1 10	0 1 20	- - - - - -	- - 1 guard, who rides with the passengers in a 2d class carriage.	Inside.	
	2d	0 0 17	0 1 18	- - 4 ft. 9 in. long, 3 ft. 2 in.	1 guard - - -	Outside.	
	3d	0 1 10	0 1 24	wide, and 1 ft. 3 in. deep.	- ditto - - -	ditto.	
	4th	1 1 1	1 2 3	- - ditto - -	- ditto - - -	ditto.	
From Manchester	1st	0 0 20	0 0 22	- - ditto - -	- ditto - - -	ditto.	
	2d	0 0 16	0 1 4	- - ditto - -	- ditto - - -	ditto.	
	3d	0 1 14	0 1 16	- - ditto - -	- ditto - - -	ditto.	
	4th	1 3 4	1 3 15	- - ditto - -	- ditto - - -	ditto.	
From Parkside		2 1 20	2 2 8	- - 6 ft. long, 4 ft. 3 in. wide, and 5 ft. 3 in. deep.	- ditto - - -	Inside.	
From London		0 3 21	1 1 20	An imperial - - -	1 guard - - -	Outside.	
From Brighton		0 1 21	0 2 2				
From London (night)		13 1 2	21 1 18	- - 9 ft. 3 in. long and 6 ft. 1 in. wide.	2 guards - - -	Inside -	- - The payment for this service is not by the mile.
(day)		1 2 4	1 2 6	An imperial - - -	1 guard - - -	Outside.	
From Southampton (night)		8 3 26	12 1 5	- - 9 ft. 3 in. long and 6 ft. 1 in. wide.	2 guards - - -	Inside.	
(day)		0 1 18	0 1 23	An imperial - - -	1 guard - - -	Outside.	
From Manchester	1st	0 0 7	0 0 11	- - Bags in charge of a mes-	1 messenger - -	Inside.	
	2d	0 0 4½	0 0 5	senger, who travels in a 2d			
From Bolton	1st	0 0 11½	0 0 15	class carriage.			
	2d	0 0 15	0 0 27				
From Manchester		1 1 10	1 2 2	- - 5 ft. 9 in. long and 4 ft. 2	1 guard - - -	Inside -	- - The payment for this service is not by the mile.
From Leeds		1 0 17	2 2 1	in. wide.			
From Manchester	1st	0 0 2¾	0 0 3½	- - Bags in charge of a mes-	1 messenger - -	Inside.	
	2d	0 0 7¼	0 0 8	senger, who travels in a 2d			
From Stockport	1st	0 0 4¼	0 0 5	class carriage.			
	2d	0 0 16½	0 0 18½				
From Rugby to Derby		16 3 0	30 0 0	Tender 12 ft. 6 in. by 5 ft. 8 in.	1 guard - - -	Inside.	
From Rugby to Leicester		0 0 45	0 0 50	Bags in care of company's guard			
From Derby		6 3 20	11 2 0	Tender as above - - -	1 guard - - -	Inside.	
From Leicester		0 1 14	0 2 14	Bags in care of company's guard			
- - - -	1st	0 0 19	0 0 70	An imperial 5 ft. by 2½ ft. -	none.		
	2d	0 0 35	0 0 40				
	3d	0 0 33	0 0 64				
	4th	0 0 10	0 0 21				
From Derby		17 3 22	24 1 6	- - 12 ft. 6 in. long and 5 ft.	1 guard - - -	Inside.	
From Leeds		8 2 4	18 0 2	6 in. wide.			
From Parkside	1st	11 3 0	18 3 5	Travelling post-office - -	1 guard and 1 clerk -	Inside -	- - The payment for this service it not by the mile.
	2d	6 0 0	9 1 21				
From Preston	1st	5 0 4	5 1 3				
	2d	6 1 20	8 1 0				
From London		0 1 9	0 1 15	- - The bags are conveyed	none - - -	- -	- - The payment for this service is not by the mile.
Into London		0 1 4	0 1 10	over this line in a coach on a truck.			
From London		5 2 23	10 3 18	- - An imperial on the roof of	1 guard - - -	Outside.	
Into London		3 2 22	4 1 0	a carriage.			
From Preston	1st	9 3 0	16 2 0	- - A tender 8 ft. 2 in. long,	1 guard - - -	Inside -	- - The payment for this service is not by the mile.
	2d	5 2 8	8 3 0	6 ft. 2 in. wide and 5 ft. 3 in.			
From Lancaster	1st	4 1 17	5 0 0	deep.			
	2d	5 3 4	7 2 12				
From Selby		2 0 6	4 1 24	- - 6 ft. long, 4 ft. 3 in. wide,	1 guard - - -	ditto.	
From Hull		1 1 0	1 3 24	and 5 ft. 3 in. deep.			
From Stockton	1st	0 0 24	0 1 6	- - 4 ft. 6 in. long, 3 ft. wide,	ditto - - -	ditto.	
	2d	0 2 0	0 2 10	and 5 ft. 2 in. deep.			
From Darlington	1st	0 3 24	1 3 12				
	2d	0 1 2	0 2 0				
Between Stockton and Hartlepool.	1st	0 0 15	0 0 32	- - One-third of the inside of	none.		
	2d	0 0 9	0 0 14	a carriage parted off.			
	3d	0 0 10	0 0 15				
	4th	0 0 4	0 0 6				
Between Stockton and Middlesborough.	1st	0 0 3	0 0 5	- - Compartment of a carriage,	ditto.		
	2d	0 0 10	0 0 22	3 ft. by 2 ft.			
	3d	0 0 4	0 0 7				
	4th	0 0 3½	0 0 6				
From York		7 1 6	7 2 0	- - Tender 10 ft. long, 6 ft. 2	1 guard - - -	Inside -	- (1) In consequence of erroneous information from the company.
From Normanton		10 2 0	15 1 0	in. wide, and 5 ft. 8 in. deep.			
- - - -	1st	0 0 26	0 0 40	- - An imperial 6 ft. long and	none.		
	2d	0 0 17	0 0 24	2 ft. wide.			
- - - -	1st	0 0 10	0 0 13	- - An imperial on the roof of	ditto.		
	2d	0 0 18	0 0 22	a carriage.			
	3d	0 0 65	0 0 81				
- - - -	1st	0 0 3	0 0 10	- - Compartment of luggage-	ditto.		
	2d	0 0 2	0 0 3½	van, 4 ft. by 2½ ft.			

Geo. Stow.

— No. 12. —

THE ANNUAL RETURN of FEES, PERQUISITES, &c. for the Year 1842, as ordered by the Treasury Minute of the 13th May 1842, cannot be completed for some time, but shall be transmitted for Presentation as soon as possible.

— No. 13. —

NUMBER of INLAND, FOREIGN and COLONIAL, and COLONIAL INTERNAL LETTERS, and the Revenue derived from them for one Year.

	Number of Letters.	Gross Amount of Postage and Revenue of every Description.	Expense.	Net Postage.
		£. s. d.	£. s. d.	£. s. d.
United Kingdom, Inland, Foreign, Colonial, and Internal Colonial - - - -	218,194,548 [a]	1,610,480 10 5 [f]	966,759 7 9 [l]	643,721 2 8
Foreign and Colonial (to and from United Kingdom) -	6,718,320 [b]	506,774 19 9 [g]		
* Internal Colonial - - -	1,864,720 [c]	76,631 - 7½ [h]		
Total Foreign and Colonial (Internal and otherwise) - -	8,583,040 [d]	583,406 - 4½ [i]	110,257 - 1 [m]	473,149 - 3½
Inland letters in United Kingdom	209,611,508 [e]	1,027,074 10 -½ [k]	856,502 7 8 [n]	170,572 2 4½

* This amount does not include the "Free" letters in the Colonies, which, for a year, may be estimated at about 167,520; nor does it include the internal letters in Jamaica, which cannot be more than 100,000 or 150,000.

EXPLANATION OF ACCOUNT.

[a] This number of letters is obtained by multiplying the number of letters delivered in the United Kingdom in one week in December** 1842 by 52, and adding thereto the number of internal colonial.

[b] The number of foreign and colonial taken from the account kept of the number sent from and received in the United Kingdom, in the months of November and December 1842, multiplied by 6.

[c] The number of the internal colonial is calculated from the accounts kept in three weeks, in the months of August, September, and October 1842.

[d] The total number of foreign and colonial, and colonial internal, obtained by adding the two last numbers together.

[e] This number is obtained by deducting the number of foreign, colonial, and internal colonial, from the first number.

[f] The amount of the gross revenue of the Post-office for the year ended 5th January 1843, according to the books of the Accountant-general.

[g] This amount is taken from the account kept of the amount of the foreign and colonial letters in the months of November and December 1842, adding 75,100*l.* 8*s.* as the estimated amount of official postage.

[h] Furnished by the accountant-general.

[i] The total amount of foreign and colonial and internal colonial postage obtained by adding the two previous amounts together.

[k] This amount is obtained by deducting the amount of foreign, colonial, and internal colonial postage from the gross revenue.

[l] The amount of the charges of management for the year ended 5th January 1843, according to the books of the Accountant-general.

[m] This amount is obtained by deducting the amount of foreign and colonial expenditure in the year ended 5th January 1842 (viz. 82,804*l.* 19*s.* 11*d.*), from the charges of management, which being done, leaves 883,954*l.* 7*s.* 10*d.*, the amount of the home expenditure; and, as the foreign and colonial letters are fairly chargeable with their proportion of the home expenses, it has been calculated in the following manner:—The total number of letters has been taken after deducting from them the internal colonial, and the average expense per letter ascertained, and such average sum calculated upon the foreign and colonial, giving 27,452*l.* -*s.* 2*d.*, which, being added to 82,804*l.* 19*s.* 11*d.*, the amount of foreign and colonial expenditure, gives 110,257*l.* -*s.* 1*d.*; or thus, 218,194,548 — 1,864,720=216,329,828 : 883,954*l.* 7*s.* 10*d.* : : 6,718,320 : 27,452*l.* -*s.* 2*d.*+82,804*l.* 19*s.* 11*d.*= 110,257*l.* -*s.* 1*d.*

[n] This amount is obtained by deducting the expense of foreign, colonial, and internal colonial, from the gross charges of management.

** This week was the largest in the year, except February and November.

NOTE.

The charges of management do not include Parliamentary grants payable out of the Post-office revenue, amounting to 10,307 *l.* 10 *s.*, nor the sum of 437 *l.* 12 *s.* 6 *d.* paid to the Milford Road trustees. These two sums therefore, amounting to 10,745 *l.* 2 *s.* 6 *d.*, should be deducted from the net revenue.

The sum of 38,908 *l.* 16 *s.* 9 *d.*, the gross amount of money-order poundage (five quarters England), is included in the gross revenue. The expenses of the money-order establishments in London, Edinburgh and Dublin, for the quarter ended 5th April 1842, were 2,761 *l.* 8 *s.* 3 *d.*, being at the rate of 11,045 *l.* 13 *s.* for the year. Now if 4,000 *l.* be allowed for increase of expenditure and extra work in those departments, the total expense will be 15,045 *l.* 13 *s.*; thus leaving a balance of 23,863 *l.* 3 *s.* 9 *d.* included in the net revenue derived from inland letters, which has been obtained from the Money-order Office. The sum of 32,334 *l.* 13 *s.* 9½ *d.* for dead and returned letters should also be deducted.

The total amount of postage from public departments included in the gross revenue is 141,654 *l.* 12 *s.* 7 *d.* Of this amount, the sum of 75,100 *l.* 8 *s.* has been estimated as attaching to foreign and colonial letters, and is included in the net revenue of 473,149 *l.* – *s.* 3½ *d.* leaving the remaining sum of 66,554 *l.* 4 *s.* 7 *d.* in the amount of net revenue derived from inland letters. This amount of 66,554 *l.* 4 *s.* 7 *d.* must be again reduced by 18,276 *l.* 18 *s.* 6 *d.*, the amount of the Post-office postage, which is included in the charges of management.

SUMMARY.

	£.	s.	d.	£.	s.	d.
Net Revenue from inland letters						
				170,572	2	4½
Deduct.						
Parliamentary grants*	10,745	2	6			
Money Orders	23,868	16	9			
Public Office postage	66,554	4	7			
Dead and returned letters	32,334	13	9½			
				133,502	17	7½
				37,069	4	9
† Add, Post-office Postage				18,276	18	6
£.				55,346	3	3

The net revenue includes fees upon late letters.

* As this is a charge on the whole Post-office revenue, it ought in fairness to be divided between foreign and inland letters.

† As this is already included in expenditure, it should be again added.

— No. 14. —

A RETURN showing the Number of Registered Bye Letters which passed through the Travelling Post-Office during the week ended 23d July 1843 inclusive; also stating the Bag in which they were brought into the Office, and the Town at which they were delivered from the Travelling Office in each case.

DATE.	MAIL.	ADDRESS.	Received from	Forwarded to
17 July	Night mail, up	Nuneaton	Birmingham	Coventry.
	Night mail, down	Wigan	ditto	Wigan.
	Ditto	Ulverstone	ditto	Ulverstone.
	Ditto	Halstead, near Bentham, Lancaster.	ditto	Lancaster.
	Night mail, up	Carlisle	Derby	Carlisle.
	Ditto	Yorkshire District Bank, Leeds.	Kendal	Derby.
	Night mail, down	Gisbourne	Lancaster	ditto.
	Ditto	Worstrodale, Barnsley	ditto	ditto.
	Night mail, up	Macclesfield	Liverpool	Macclesfield.
	Ditto	Salford, Manchester	Macclesfield	Manchester.
	Ditto	Northwich	Manchester	Derby.
	Ditto	Ollerton	ditto	Ollerton.
	Ditto	Lincoln	ditto	Lincoln.
	Night mail, down	Hathun Hill, Loughborough.	Market Drayton	Leicester.

DATE.	MAIL.	ADDRESS.	Received from	Forwarded to
17 July	Night mail, up	Nottingham	- - Newcastle, Staffordshire.	Derby.
	Night mail, down	Harborough	Northampton	Rugby.
	Ditto	Shipston-on-Stour	Towcester	Birmingham.
	Ditto	Birmingham	Weedon	ditto.
18 July	Ditto	Newton near Warrington.	Birmingham	Warrington.
	Night mail, up	Oxford	Coventry	Oxford.
	Night mail, down	Carlisle	Derby	Carlisle.
	Ditto	Neston, Cheshire	ditto	Chester.
	Day mail, down	Stourbridge	Grantham	Birmingham.
	Night mail, up	Leyburn	Lancaster	Derby.
	Day mail, up	Drogheda	- ditto	Dublin.
	Night mail, up	Newcastle	Liverpool	- - Newcastle, Staffordshire.
	Ditto	Shelton	ditto	ditto.
	Ditto	Trent	ditto	Burton Trent
	Ditto	Worksop	Manchester	Derby.
	Night mail, down	Southport	- ditto	Wigan.
	Night mail, up	Ferrybridge	- - Newcastle, Staffordshire.	Derby.
	Night mail, down	Birmingham	Northampton	Birmingham.
	Night mail, up	Nottingham	Preston	Derby.
	Night mail, down	Birmingham	Rugby	Birmingham.
	Ditto	Isle of Man	Towcester	Liverpool.
	Ditto	Shipston	ditto	Birmingham.
	Ditto	Edinburgh	Wolverhampton	Carlisle.
	Ditto	Stone	- ditto	Stone.
19 July	Night mail, up	Watford	Birmingham	Watford.
	Ditto	Berkhempstead	- ditto	Berkhempstead.
	Ditto	Aylesbury	- ditto	Aylesbury.
	Ditto	Newcastle, Staffordshire.	Burton Trent	- - Newcastle, Staffordshire.
	Ditto	Bradford, York	Carlisle	Derby.
	Ditto	Bank, Hay	Chester	Birmingham.
	Night mail, down	Wolverhampton	Coventry	Wolverhampton.
	Ditto	Glasgow	Derby	Carlisle.
	Ditto	Liverpool	ditto	Liverpool.
	Day mail, down	ditto	Eccleshall	ditto.
	Ditto	Worcester	Grantham	Birmingham.
	Night mail, down	Leighton Buzzard	Hemel Hempstead	Leighton Buzzard
	Night mail, up	Newark	Liverpool	Derby.
	Ditto	ditto	- ditto	ditto.
	Ditto	ditto	Manchester	ditto.
	Ditto	Buxton	- ditto	ditto.
	Ditto	Wirksworth	- ditto	ditto.
	Ditto	Chesterfield	- ditto	ditto.
	Ditto	Hanley	Nantwich	- - Newcastle, Staffordshire.
	Night mail, down	Liverpool	- - Newcastle, Staffordshire.	Liverpool.
	Ditto	ditto	- ditto	ditto.
	Ditto	ditto	- ditto	ditto.
	Day mail, down	Brampton	Newport Pagnel	Carlisle.
	Night mail, down	Birmingham	Northampton	Birmingham.
	Night mail, up	- ditto	Northwich	- ditto.
	Day mail, up	Belfast	Preston	Dublin.
	Night mail, down	Liverpool	Stafford	Liverpool.
	Night mail, up	Wolverhampton	Stone	Wolverhampton.
	Night mail, down	Liverpool	ditto	Liverpool.
	Ditto	Nottingham	Walsall	Derby.
	Day mail, up	Runcorn	Wigan	Preston Brook.
20 July	Night mail, down	Leeds	Aylesbury	Derby.
	Night mail, up	Leamington	Birmingham	Coventry.
	Ditto	Banbury	- ditto	Towcester.
	Ditto	ditto	- ditto	ditto.
	Ditto	Warwick	- ditto	Coventry.
	Ditto	Coventry	- ditto	ditto.
	Ditto	Birmingham	Chester	Birmingham.
	Night mail, down	Alford	Lancaster	Derby.
	Day mail, up	Nantwich	Liverpool	Nantwich.
	Night mail, up	Leicester	- ditto	Leicester.
	Ditto	Northwich	- ditto	Northwich.

DATE.	MAIL.	ADDRESS.	Received from	Forwarded to
20 July	Night mail, down	Birmingham	Market Drayton	Birmingham.
	Ditto	Chester	ditto	Chester.
	Ditto	Manchester	ditto	Birmingham.
	Ditto	Warrington	Middlewich	Warrington.
	Night mail, up	Wolverhampton	Nantwich	Wolverhampton.
	Night mail, down	Ashby-de-la-Zouch	Tring	Coventry.
	Night mail, up	Dublin	Wigan	Liverpool.
21 July	Ditto	Rugby	Birmingham	Rugby.
	Ditto	Banbury	ditto	Towcester.
	Ditto	Woodstock	ditto	ditto.
	Night mail, down	Newcastle, Staffordshire.	ditto	Newcastle, Staffordshire.
	Night mail, up	Harrogate	Carlisle	Derby.
	Ditto	Fecknam	ditto	Worcester.
	Ditto	Warrington	ditto	Warrington.
	Ditto	Buxton	Chester	Birmingham.
	Ditto	Sheffield	ditto	Sheffield.
	Ditto	Shrewsbury	ditto	Birmingham.
	Ditto	Durham	ditto	Derby.
	Night mail, down	Lancaster	Derby	Lancaster.
	Ditto	Northampton	Lancaster	Northampton.
	Night mail, up	Runcorn	Macclesfield	Stafford.
	Ditto	Ashbourne	Manchester	Derby.
	Ditto	Uttoxeter	ditto	Stafford.
	Night mail, down	Manchester	Northampton	Manchester.
	Ditto	Liverpool	Northwich	Liverpool.
	Night mail, up	Monk's Heath	Preston	Stafford.
	Ditto	Wolverhampton	Stone	Wolverhampton.
	Ditto	ditto	Warrington	ditto.
	Night mail, down	York	Watford	Derby.
	Ditto	Nottingham	Weedon	Nottingham.
	Ditto	Rhuabon	Wolverhampton	Chester.
22 July	Day mail, up	Coventry	Birmingham	Coventry.
	Day mail, down	Caithness	ditto	Carlisle.
	Night mail, up	Coventry	ditto	Coventry.
	Night mail, down	Newcastle, Staffordshire.	ditto	Newcastle, Staffordshire.
	Night mail, up	Llangollen	Chester	Birmingham.
	Night mail, down	Birmingham	Coventry	ditto.
	Ditto	Liverpool	Derby	Liverpool.
	Night mail, up	Hinckley	Kendal	Coventry.
	Ditto	Northwich	Manchester	Northwich.
	Night mail, down	Shrewsbury	Market Drayton	Birmingham.
	Day mail, down	Coldstream	Nantwich	Carlisle.
	Night mail, up	Derby	Newcastle, Staffordshire.	Derby.
	Night mail, down	Burnley	Northwich	Manchester.
	Day mail, up	Birmingham	Preston	Birmingham.
	Night mail, up	Knowle	ditto	Coventry.
	Ditto	Cannington	ditto	Birmingham.
	Day mail, up	Mold	Preston Brook	Stafford.
	Night mail, down	Runcorn	Stafford	Preston Brook.
	Ditto	Monk's Heath	ditto	Congleton.
	Ditto	Nottingham	Stoney Stratford	Nottingham.
	Ditto	Birmingham	Towcester	Birmingham.
	Ditto	ditto	ditto	ditto.
	Day mail, up	Liverpool	Wigan	Liverpool.
	Night mail, down	Wrexham	Wolverhampton	Chester.
23 July	Day mail, down	Templemore	Barnet	Dublin.
	Night mail, down	Newcastle, Staffordshire.	Birmingham	Newcastle, Staffordshire.
	Ditto	Wrexham	ditto	Chester.
	Night mail, up	Malpas	Carlisle	ditto.
	Day mail, up	Worcester	Chester	Birmingham.
	Night mail, down	Manchester	Derby	Manchester.
	Ditto	Settle	ditto	Lancaster.
	Day mail, down	Liverpool	Eccleshall	Liverpool.
	Ditto	Manchester	Grantham	Manchester.
	Ditto	Leamington	ditto	Coventry.
	Day mail, up	Nantwich	Manchester	Nantwich.
	Ditto	Stafford	ditto	Stafford.
	Ditto	Runcorn	ditto	Preston Brook.
	Night mail, down	Wenlock	Market Drayton	Birmingham.
	Ditto	Birmingham	ditto	ditto.

(*continued*)

DATE.	MAIL.	ADDRESS.	Received from	Forwarded to
July 23 -	Night mail, down	Liverpool - -	Nantwich - -	Liverpool.
	Night mail, up -	Hereford - - -	- - Newcastle, Staffordshire.	Birmingham.
	Night mail, down	Birmingham - - -	Northampton -	- ditto.
	Ditto - -	Ashby - - -	Rugby - -	Coventry.
	Ditto - -	Mold - - -	Stafford - -	Manchester.
	Ditto - -	Walsall - - -	Towcester - -	Walsall.
	Ditto - -	Stourbridge - -	ditto - - -	Birmingham.
	Night mail, up -	Brock-hall - -	Weedon - -	Stoney Stratford.
	Ditto - -	Nottingham - -	Wolverhampton -	Derby.
	Night mail, down	Runcorn - -	- ditto - -	Preston Brook.

General Post-office,
13 April 1844.

Chas. Compton,
Deputy Accountant-general.

General Post-office.
15 April 1844.

W. L. MABERLY, Secretary.

POST OFFICE.

RETURNS of the Number of Chargeable LETTERS which have passed through the LONDON GENERAL POST-OFFICE since 5th December 1839, together with other Returns on the subject of POSTAGE.

(*Mr. Hawes.*)

Ordered, by The House of Commons, *to be Printed,*
16 *April* 1844.

207.

Under 3 oz.

POSTMASTERS GENERAL.—POSTAGE.

RETURN to Two Orders of the Honourable The House of Commons, dated 25 March 1844;—*for*,

RETURNS showing the Name, Rank, and Date of Appointment, from the earliest to the present Time, of the Postmasters-General in *England*, *Ireland*, and *Scotland*, respectively.

RETURN by the Postmaster-General, or the Lords of Her Majesty's Treasury, showing the Names of the Postmasters, and the Towns, to which Half Sheets of Postage-free Paper will be sent for Sale.

Similar RETURN from the Board of Stamps and Taxes, or the Treasury, showing the Names of the Towns and the Names of the Persons to whom Postage-free Half Sheets of Paper will be sent for Sale.

Ordered, by The House of Commons, *to be Printed*, 10 *June* 1844.

A RETURN showing the Name, Rank, and Date of Appointment, from the earliest to the present Time, of the Postmasters-General in *England*, so far as can be given.

Name and Rank of Postmaster-General.	Date of Appointment.	Year.
Philip Frowde, Esq.	acting for the Duke of York	1678 to 1688
Sir Robert Cotton and Thomas Frankland, Esq.	from – to	1690 1708
Sir Thomas Frankland and Sir John Evelyn, Bart.	from – to	1708 1715
Lord Cornwallis and James Craggs, Esq.	from – to	1715 1720
Edward Carteret, Esq. and Galfridus Walpole, Esq.	from – to	1720 1725
Edward Carteret, Esq. and Edward Harrison, Esq.	from – to	1725 1732
Edward Carteret, Esq.	alone from Christmas to Midsummer	1732 1733
Edward Carteret, Esq. and Lord Lovel)	from – to	1733 1739
Lord Lovel and Sir John Eyles, Bart.	from – to	1739 1744
Earl of Leicester (Lord Lovel)	alone – from – to	1744 1745
Earl of Leicester and Sir Everard Fawkener	from – to	1745 1758
Earl of Leicester	alone – from Nov. – to April	1758 1759
Earl of Besborough and Honble. Robert Hampden	from 2 June – to 27 Nov.	1759 1762
Earl of Egmont and Honble. Robert Hampden	from 27 Nov. – to 23 Sept.	1762 1763
Lord Hyde and Honble. Robert Hampden	from 23 Sept. – to 19 July	1763 1765
Earl of Besborough and Lord Grantham	from 19 July – to 29 Dec.	1765 1766
Earl of Hillsborough and Lord Le Despencer	from 29 Dec. – to 26 April	1766 1768
Earl of Sandwich and Lord Le Despencer	from 26 April – to 16 Jan.	1768 1771
Lord Le Despencer and Right Hon. H. F. Carteret	from 16 Jan. – to 11 Dec.	1771 1781
Right Hon. H. F. Carteret	alone from 11 Dec. – to 24 Jan.	1781 1782
Viscount Barrington and Right Hon. H. F. Carteret	from 24 Jan. – to 25 April	1782 1782
Earl of Tankerville and Right Hon. H. F. Carteret	from 25 April – to 1 May	1782 1783
Lord Foley and Right Hon. H. F. Carteret	from 1 May – to 7 Jan.	1783 1784
Earl of Tankerville and Right Hon. H. F. Carteret	from 7 Jan. – to 19 Sept.	1784 1786
(Lord Carteret, 27th January 1784.)		
Thomas Earl of Clarendon & Henry F. Lord Carteret	from 19 Sept. – to 10 Dec.	1786 1786
H. F. Lord Carteret	alone from 10 Dec. – to 6 July	1786 1787
H. F. Lord Carteret and Thomas Lord Walsingham	from 6 July – to 19 Sept.	1787 1789
Lord Walsingham and Earl of Westmorland	from 19 Sept. – to 13 Mar.	1789 1790
Lord Walsingham and Earl of Chesterfield	from 13 Mar. – to 28 July	1790 1794
Earl of Chesterfield and Earl of Leicester	from 28 July – to 1 Mar.	1794 1798
Earl of Leicester and Lord Auckland	from 1 Mar. – to 27 Feb.	1798 1799
Lord Auckland and Lord Gower	from 27 Feb. – to 31 Mar.	1799 1801
Lord Auckland and Lord Charles Spencer	from 31 Mar. – to 19 July	1801 1804
Lord Charles Spencer and Duke of Montrose	from 19 July – to 20 Feb.	1804 1806
Earl of Buckinghamshire & Earl of Carysfort	from 20 Feb. – to 5 May	1806 1807
Earl of Sandwich and Earl of Chichester	from 5 May – to 6 June	1807 1814
Earl of Chichester	alone from 6 June – to 30 Sept.	1814 1814
Earl of Chichester and Earl of Clancarty	from 30 Sept. – to 6 April	1814 1816
Earl of Chichester and Marquess of Salisbury	from 6 April – to 15 June	1816 1823
Earl of Chichester	alone, by patent dated 27 November – died 4 July	1823 1826

Name and Rank of Postmaster-General.	Date of Appointment.	Year.	Name and Rank of Postmaster-General.	Date of Appointment.	Year.
Lord Fk. Montague - -	patent dated 18 Aug.	1826	Francis Nathaniel Marquis of Conyngham - -	patent dated 5 July -	1834
	resigned 17 Sept. -	1827		sworn in 7 July -	1834
William Duke of Manchester	patent dated 27 Sept.	1827	William Lord Maryborough	patent dated 31 Dec.	1834
Charles Duke of Richmond	- - patent dated 14th December; sworn in 17th December.—Appointed Postmaster-general of the United Kingdom of Great Britain and Ireland, according to the provisions of the Act 1 William 4th, c. 8, 11 March 1831. Patent dated 14 April 1831.	1830		sworn in 1 January -	1835
			Francis Nathaniel Marquis of Conyngham - -	patent dated 8 May -	1835
				sworn in 9 May -	1835
			Thomas William Earl of Lichfield - - -	patent dated 30 May	1835
				sworn in 1 June -	1835
			William Baron Lowther, commonly called Viscount Lowther - -	patent dated 15 Sept.	1841
				sworn in 14 Sept. -	1841

A RETURN showing the NAME, RANK, and DATE of APPOINTMENT, from the earliest to the present Time, of the POSTMASTERS-GENERAL in *Ireland*, commencing with the separation of the *Irish* from the *British* Post-Office in 1784, under the Act of the 23d & 24th George the Third, to their Consolidation in 1830.

Name of Postmaster-General.	Rank.	Date of Appointment.	Name of Postmaster-General.	Rank.	Date of Appointment.
James Viscount Clifden, and Wm. Brabazon Ponsonby, Esq.	Postmaster-General.	16 July 1784	Right Hon. Richard Hely Earl Donoughmore, and Right Hon. Henry Fitzgerald, commonly called Lord Henry Fitzgerald - -	Postmaster-General.	19 April 1806
Wm. Brabazon Ponsonby, Esq. and Charles Lord Loftus -	Postmaster-General.	14 Jan. 1789			
Charles Lord Loftus, and Charles Earl Belamont - -	Postmaster-General.	18 July 1789	Right Hon. Charles Henry St. John Earl O'Neill, and Right Hon. Richard, Earl Clancarty - - - -	Postmaster-General.	2 May 1807
Right Honourable Charles Earl of Ely, and Right Honourable Charles Marquis of Drogheda -	Postmaster-General.	14 July 1797	Right Hon. Charles Henry St. John Earl O'Neill, and Right Hon. Laurence Earl Rosse - - - - -	Postmaster-General.	1 Dec. 1809

General Post-Office, Dublin, 5 April 1844. (signed) *T. O. Lees*, for Secretary.

A RETURN showing the NAME, RANK, and DATE of APPOINTMENT, from the earliest to the present Time, of the POSTMASTERS-GENERAL in SCOTLAND; which can only be given imperfectly from 1737 to 1823, when the Appointment ceased to exist.

NAME OF POSTMASTER-GENERAL.	RANK.	Date of Appointment.
Archibald Douglas, Esq. - - - - - - -	- - - -	- - cannot say, but was in office in 1737
Robert Oliphant, Esq. (of Rossie) - - -	- - - -	was in office in 1767
Thomas Elder, Esq. (of Forneth) - - - -	- - - -	1795
William Robertson, Esq. - - - - - -	- - - -	1799
Robert Trotter, Esq. (of Castlelaw) - - -	- - - -	1802
Hon. Francis Gray - - - - - - -	- - afterwards the Lord Gray.	1807
The Earl of Caithness - - - - - -	- - - -	1811
Sir David Wedderburn, Bart. (the last Deputy Postmaster-General.	- - - -	1823

(signed) *Edward S. Lees*, Secretary.

A RETURN showing the NAMES of the POSTMASTERS and of the TOWNS to which HALF-SHEETS of POSTAGE-FREE PAPER will be sent for Sale.

ENGLAND AND WALES.

Name of Town.	Name of Postmaster or Postmistress.	Name of Town.	Name of Postmaster or Postmistress.	Name of Town.	Name of Postmaster or Postmistress.
Abergavenny	Margaret Price	Bodmin	Thomas Pearse	Chipping Norton	James Prestidge
Aberystwith	Ann Cox	Bognor	Henry Hounsom	Chirk	Han. Maria Williams
Abingdon	George Shepherd	Bolton	Elizabeth Campbell	Chorley	Horatio N. Lawson
Accrington	William Hutchinson	Boroughbridge	William Hirst	Christchurch	Abraham Pike
Alfreton	John Smedley	Boston	Sarah Creasey	Chudleigh	John Petherick
Alnwick	Robert Anderson	Bourne	Mary Barwis	Churnleigh	Mary Howell
Alresford	Ann Keene	Brackley	Robert Bartlett	Cirencester	Thomas Squires
Alton	Robert Baker	Bracknell	Esther Maslin	Clare	George Hammond
Altrincham	Geoffrey Wilde	Bradford, Wilts	Charles Johnson	Clitheroe	Henry Whalley
Ambleside	Agnes Nicholson	Bradford, Yorksh.	Thomas Inkersley	Cobham	Charles Newland
Amersham	Eleanor Priest	Braintree	John Wallett Goodale	Cockermouth	John Birkett
Ampthill	Ann Shaw	Brampton	Joseph Coulthard	Colchester	Joseph Verlander
Andover	George Marcer	Brandon	Robert Webb	Coleford	William Nicholson
Appleby	Thomas Robertson Lidderdale	Brecknock	Ann Morgan	Colehill	Mary Dale
		Brentwood	Maria Taylor	Collumpton	Thomas Mitchell
Arrington	Jane Meyer	Bridgend	Philip Price	Congleton	Thomas Steele
Arundel	Charles Weller	Bridgenorth	James Shipman	Conway	Thomas Roberts
Ashbourn	John Howel	Bridgewater	Wm. Halson Smith	Corwen	John Owen Lewis
Ashburton	William Barons	Bridlington	Robert Thomas Brown	Coventry	Tim. Peter Glunnan
Ashby-de-la-Zouch	Thomas Wayte	Bridport	Harry Warr	Cowbridge	Thomas Lister
Ashford	John Tunbridge	Brigg	Fred. Hor. Atkinson	Cranbrook	Elizabeth Pethurst
Ashton-under-Lyne	Rph. Boardman	Brighton	John Wib. Ferguson	Crawley	William Mitchell
Atherstone	John Morewood	Bristol	Thos. T. Walton, jun.	Crediton	Francis Shute
Attleborough	Samuel Caley	Brixham	Harriet Tozer	Crewkerne	John Bridge
Axminster	William Slyfield	Bromyard	Thomas Griffith	Crickhowell	Thomas Williams
Aylesbury	Samuel Payne	Bromsgrove	Thomas Collis	Cuckfield	Samuel Mitchell
Aylsham	Elizabeth Nobbs	Brough	John Rumney		
		Buckingham	William Stallworthy	Darlington	George John Wilson
Bagshot	Frederick Mumford	Builth	Ann Gwilline	Dartford	William Pittock
Bakewell	Joseph Swaine	Bungay	Daniel Stock	Dartmouth	Marg. Fosse Sparke
Baldock	William Stocken	Buntingford	William Hampton	Daventry	Matthew Sharman
Bampton, Devon	John Catford	Burford	Ben. Geo. Ol. Mathews	Dawlish	John Lowe
Banbury	William Brain	Burnley	William Chaffer	Deal	John Morris
Bangor	Robert Pritchard	Burton-on-Trent	John Whitehurst	Denbigh	Edward Roberts
Barnard's Castle	Thomas Kipling	Burton-in-Kendal	Thomas Rattershaw	Derby	Tho. Parker Bainbridge
Barnesley	Thomas Lister	Bury, Lancashire	Henry Whitehead	Dereham	Sarah Bone
Barnstaple	William Petter	Bury St. Edmunds	John Deck	Devizes	Tho. Barrough Smith
Barton-on-Humber	William Morley	Buxton	Mary Ann More	Devonport	James Waller Coffin
Basingstoke	Robert Cottle			Dewsbury	Paul Fletcher
Bath	Thos. More Musgrave	Calne	Edwin Baily	Diss	Mary Ann Musgrove
Battle	Francis Wm. Ticehurst	Cambridge	William Barsham	Doncaster	Jn. Barnard Sheardown
Bawtry	William Adams	Camelford	John Jones	Dorchester	John Pett
Beaconsfield	Thomas Everett	Campden	Sarah Barnes	Dorking	Robert Best Ede
Beaumaris	Thomas Byrne	Canterbury	John Callaway	Douglas, Is. of Man	Wm. Henry L'Estrange
Beccles	John Crickmay	Cardiff	William Bird	Dover	William Norwood
Bedale	Mary Place	Cardigan	Mary Jones	Downham	George Scarnell
Bedford	Charles Bithrey	Carlisle	William Forster	Driffield	Catherine Laybourne
Belford	John M'Donald	Carmarthen	John Matthews	Droitwich	Richard Smith
Belper	Hannah Haslam	Carnarvon	Robert Edwards	Dudley	George Dalton
Berkhamstead	George John Scott	Catterick	James Young	Dunchurch	William Ledgley
Berwick	James Forster	Caxton	Samuel Fordham	Dunmow	John Perry Gunn
Beverley	Michael Ellis	Chalford	Mary Ann Cother	Dunstable	Joseph Squire
Bewdley	Christiana Baldwin	Chard	John Toms	Durham	William Caldclough
Bicester	John Walford	Charmouth	John Carter	Dursley	John Owen
Bideford	John Lee	Chatham	Isaac John Dadd		
Biggleswade	William Wright	Chatteris	David Rowley	Eastbourne	George Cook
Billericay	W. Curtis	Cheadle	Samuel Keys	East Grinstead	Thos. Jackson Palmer
Bilstone	Edward Ingle	Chelmsford	Abjohn Joseph Stokes	Eccleshall	Louisa Williams
Birkenhead	George Kirkley	Cheltenham	John Nicholson	Ellesmere	Thomas Lowe
Birmingham	G. M. Gottwaltz	Chepstow	Mary Hedgins	Ely	John Clements
Bishop's Auckland	William H. Walton	Chertsey	Samuel Joll Bidwell	Emsworth	James Cobby
Bishop's Castle	Edward Griffith	Chester	William Palin	Enstone	Ann Gardener
Bishop's Stortford	Thomas Bradfield	Chesterfield	John Roberts	Epping	John Judges
Bishop's Waltham	John Mansell	Chester-le-Street	William Cuthbertson	Epsom	Wm. C. M. Andrews
Blackburn	Thomas Butterfield	Chichester	John Attree Fuller	Ernebridge	John Gillard
Blandford	William Ship	Chippenham	Ann Elliott	Esher	William Collet

(continued)

Name of Town.	Name of Postmaster or Postmistress.
ENGLAND AND WALES—*continued.*	
Evesham	Robert Cooper.
Exeter	Paul Meason
Exmouth	Elizabeth Wyer
Eye	Richard Nurse
Fakenham	Charles Lulman
Falmouth	Jane Semour Wood
Fareham	Augustus Nicholson
Farnham	Robert Nichols
Farringdon	John Harris
Fazeley	Richard Sadleir
Felton	Sarah Hine
Fenny Stratford	John Chew
Ferrybridge	Thomas Arnall
Feversham	John Bunger Sharpe
Folkingham	Robert Ward
Folkstone	John Prunnett
Fordingbridge	Elizabeth Pleden
Fowey	John Bate
Frome	John Stevens Jones
Gainsborough	Adam Stark
Garstang	Sarah Clarke
Gateshead	Thomas Duglas
Gerrard's Cross	Elizabeth Hunt
Glastonbury	William Cruse
Gloucester	Frederick Woodcock
Godalming	James Edwards
Godstone	Thomas Rose
Goole	David Cass
Grantham	Thomas S. Lawrence
Gravesend	Charles S. Couves
Grimsby	William Skelton
Guernsey	William Fell
Guildford	William Pook
Guisborough	William Putman
Hadleigh	Jno. Patmore Ellisdon
Halesworth	William Watson
Halifax	Charlotte Akers
Halstead	Lydia Anderson
Harleston	James Caley
Harlow	David Whittaker
Harrowgate	Pickersgill Palliser
Hartford Bridge	James Murray Stone
Harwich	Wm. B. Nalborough
Haslemere	Thomas Lambert
Hastings	John Woods
Hatfield	Mark Powell
Havant	A. F. Randall
Haverfordwest	Marianne Relly
Hay	Sampson Higgins
Haydonbridge	William Walton
Helstone	Samuel Drew
Hemelhempstead	George Coupland
Henley-on-Thames	William Hickman
Hereford	Elizabeth Bennett
Hertford	Thomas Adkins
Hexham	William Bell
Heytesbury	John Compton
Higham Ferrers	Robert Grindell
High Wycombe	George Harman
Hinckley	William Tomlinson
Hitchin	John Palmer
Hobb's Point	Sarah Williams
Hoddesdon	George Allen
Holbeach	Edward Hoff
Holt	Jeremiah W. King
Holyhead	Wm. Bulkeley Jones
Holywell	Margaret Hughes
Honiton	Richard Tucker
Horncastle	Richard Babington
Horndean	Thomas Stevens
Horsham	John Tugwell
Howden	John Sugden
Hull	Richard Mosey
Huddersfield	William More
Hungerford	Ann Hincks
Huntingdon	James Hatfield
Hurst Green	John Wood
Hythe	Ann Tilbe Smith
Ilfracombe	Edward Hearson
Ilminster	William Hagley
Ingatestone	John Whichcord
Ipswich	William S. Fitch
Ironbridge	Thomas Bayliss
Isle of Man	W. H. L'Estrange
Ivybridge	John Bird
Jersey	Robert Fullerton
Kelvedon	Ann Crampier
Kendal	Elizabeth Fenton
Keswick	James Atkinson
Kettering	Sarah Stockburn
Kidderminster	Maria Newcomb
Kimbolton	George Craddock
Kineton	Eleanor Warrall
Kingsbridge	Charlotte Cranch
Kington	James Pugh
Kirby Lonsdale	Arthur Foster
Knaresborough	Elizabeth Tailor
Knutsford	Marian Dakin
Lamberhurst	Thomas Roberts
Lampeter	Evan Evans
Lancaster	Elizab. Moffat Glasson
Launceston	Th. Melhuish Truscott
Lawton	Sarah Peake
Leamington	Edward Enoch
Leatherhead	Edward Thompson
Ledbury	William Taylor
Leeds	James Anderson
Leek	George Nall
Leicester	William Parsons
Leighton Buzzard	William Doggett
Lewes	Thomas Loxley
Leominster	Francis West
Lichfield	Henry Haywood
Lincoln	John Wold Drury
Linton	John Adcock
Liphook	Mary Hobbs
Liskeard	Mary Rance Ede
Liverpool	William Banning
Llandilo	Hugh Evans
Llandovery	David Rice Rees
Llanelly	Jane Chalinder
Llangadock	Henry Evans
Llangollen	Lucy Davies
Long Stratton	George Barnes
Lostwithiel	William Probert
Loughborough	Samuel Lee
Louth	Thomas Simonds
Lowestoff	Thomas Pratt
Ludlow	Rich. N. Sankey
Luton	Gresham Puddephatt
Lutterworth	William Vears
Lyme	Elizabeth Lock
Lymington	Richard Galpine
Lyndhurst	John Smith
Lynn	Robinson Cruso
Macclesfield	James Sargent
Maidenhead	John Robinson
Maidstone	George Jury
Maldon	John Polley
Malton	George Barnsby
Malvern	John Mason
Manchester	Robert P. Willock
Manningtree	Thomas Taylor
Mansfield	William Holt
March	Charles Bates
Margate	Frederick Gore
Marazion	Amelia Ghujas
Market Deeping	John Wherry
Market Drayton	Richard Grant
Market Harboro'	Thos. Godwin Gow
Market Jew	Amelia Ghujas
Market Raisen	John L. Thornton
Market Street	Thomas Norcutt
Market Weighton	Joseph Holmes
Marlow	James Field
Maryport	Jane Kitchen
Melksham	John Bullock
Melton Mowbray	Ann Wright
Merthyr Tydvil	Rhys Davis
Middlewich	Elizabeth Nicklin
Midhurst	Henry Goodner
Mildenhall	Charles Brown
Milfordhaven	Edward Pritchard
Milnthorpe	George Whitaker
Mold	John Catherall
Monmouth	William A. Cossens
Moreton-in-Marsh	John Heath
Morpeth	James Jobbing
Namptwich	James Allwood
Narbeth	John Williams
Neath	Matthew Whittingd
Newark	Thomas Burgin
Newbury	George Barnes
Newcastle-on-Tyne	John Lambton Lora
Newcastle-under-Lyne	Elizabeth Brothers
Newmarket	William Le Pla
Newnham	Richard Morse
Newport, Isle of Wight	Tabitha Wavell
Newport, Mon.	Mary Ann Cobb
Newport Pagnell	Thomas E. Staines
Newport Salop	John Justice
Newton Abbot	Thomas R. Sweetin
Newtown	Ann Jones
Northallerton	Henry Harrison
Northampton	Ann Birdsall
Northleach	George Smith
Northwich	William Fryer
Norwich	William Power Hick
Nottingham	John Crosby
Oakham	Jane Steenson
Oakhampton	John Lavis Brook
Oakingham	Thomas Spencer
Odiam	Adelaide Webb
Oldham	William Bamford
Ollerton	Thomas Roe
Ongar	Anna Maria Scruby
Ormskirk	Allis Wignell
Oswestry	Sarah Babington
Oundle	Ann Everest
Oxford	Joseph Warne
Pembroke	John Ormond
Penkridge	A. B. Scarlett
Penrith	Martindale Scott
Penryn	Francis Bice
Penzance	Ellen Catherine Swa
Pershore	William Workman
Peterborough	Thomas Crane
Petersfield	William Minchin
Petworth	George Arnold
Pewsey	Frederick Banning.
Pickering	Francis Wilsthorp
Plymouth	Charles Marks

Name of Town.	Name of Postmaster or Postmistress.
ENGLAND AND WALES—*continued.*	
Plympton	Emma Duley
Pocklington	Lucy Scaife
Pontefract	William Nunns
Poole	Jane Elizabeth Moore
Portsmouth	George Welch
Prescot	John Culshaw
Presteign	Mary Askey
Preston	Rachael Hardman
Preston Brook	Charlotte Bosworth
Pwllheli	Evan Evans
Queenborough	George Hall
Ravenglass	John Brown
Ramsgate	Charlotte Ruddick
Reading	John Berry-Clacy
Redruth	Mary Mitchell
Reigate	Jas. Alexander Brewer
Retford	Elizabeth Sutor
Rhayader	Mary Jones
Richmond, Yorkshire	Alice Metcalfe
Rickmansworth	Susannah Newman
Ringwood	John Benson
Ripley	James Gwinn
Ripon	Thomas Procter
Robertsbridge	Robert Marchant
Rochdale	Edmund Wringley
Rochester	Edward Finch
Rochford	Thomas White
Rockingham	Ann Hunter
Romney, New	James Vidgen
Romsey	Moses Pepper
Ross	William Paine
Rotherham	Martha Wilson
Rougham	James Rayner
Royston	Thomas Dainty, jun.
Rugby	Elizabeth Ashley
Rugeley	Matthew Woodward
Ruthin	Samuel Jones
Ryde, Isle of Wight	Philip Thomas Hillyer
Rye	Alfred Miller
Saffron Walden	Frances Turner
St. Austell	Joseph Drew
St. Alban's	George Ward
St. Asaph	Margaret Lodge
St. Clear's	David Morris
St. Columb	Elizabeth George
St. Helen's, Lancashire	Helen Greenhalgh
St. Ive's, Hunts.	John Frank
St. Leonard's-on-Sea	Chas. Heywood Southall
Salisbury	Alex. Hayward Minty
St. Neot's	John Barker
Sandbach	Richard Eachus
Sandwich	Thomas Bowes
Sawbridgeworth	Charles Norris
Saxmundham	James Smy
Scarborough	John Gillott
Scole	Henry Haynes
Selby	Thomas Spivey
Settle	John Gibbins
Sevenoaks	Thomas Poulter
Shaftesbury	Richard Buckland
Sheerness	William Knewstub
Sheffield	Ellen Wreaks
Shepton Mallet	Elijah Merchant
Sherborne	William Rutter
Shields, North	Joseph Peart
Shields, South	Thomas Wilson
Shiffnal	Francis Adam
Shipton-on-Stour	Richard Brain
Shoreham	Elizabeth Crumb
Shrewsbury	John William Trowers
Sidmouth	Reuben Barratt
Sittingbourne	William Marsh
Skipton	Edward Tyndal
Sleaford	Samuel Obbinson
Slough	Maria Luff
Solihull	Ann Capner
Somerton	Thomas H. Davis
Southam	Edward Moore
Southampton	Robert Lankester
South Petherton, near Ilminster	John Daniel
South Molton	John Thomas
Spalding	Thomas North
Spilsby	John Morton
Spittal	Joseph Keyworth
Stafford	Thomas D. Weaver
Staines	Jane Caroline Evitts
Stamford	Richard C. Reynolds
Stevenage	Charlotte Oldham
Steyning	Zaccheus Steer
Stilton	Charles Stokes
Stockbridge	William T. Coakley
Stockport	Edward Holme
Stockton-on-Tees	Isab. Dunn
Stokenchurch	William Holmes
Stokesley	Catherine Wilstrop
Stone	Sarah Key
Stoneham	James Gurr
Stoney Stratford	Elizabeth Richardson
Stourbridge	Sophia Coltman
Stourport	Edmund Lewty
Stowmarket	John George Hart
Stratford-on-Avon	John Lane
Stroud, Gloucestersh.	S. Hambridge
Sudbury	Alexander Frost
Sunderland	Arabella Robinson
Swaffham	William Parson
Swansea	John Davies
Swindon	Thomas Rose
Tadcaster	John Hartley
Taibach	John Snook
Tamworth	Joseph Atkins
Tarporley	John Gregory
Taunton	Elizabeth R. Owen
Tavistock	Agnes Martin
Teignmouth	E. & W. Jn. Wreyford
Tenbury	Benjamin Home
Tenby	Martha Morgan
Tenterden	William Bourne
Tetbury	Thomas Home
Tetsworth	Thomas Jones
Tewkesbury	John Spurrier
Thame	F. W. Parsons
Thetford	William Christopher
Thirsk	Robert Peat
Thorne	Ann Mason
Thrapstone	Henry Collier
Tipton	Martha Partridge
Tiverton	Emma Tucker
Topsham	John Swale Harrison
Torquay	Samuel Rowe
Torrington	James Rude
Totness	Jane Kelland Hamaford
Towcester	George Gurney
Tring	Elizabeth Montague
Trowbridge	David Walker
Truro	Richard Andrew
Tunbridge	William Ware
Tunbridge Wells	Robert Nash
Tuxford	Thomas Andrews
Uckfield	Benjamin Piddington
Ulverstone	Moses Mawson
Uppingham	Walter Leak
Usk	Owen Mathews
Uttoxeter	Robert Richards
Uxbridge	Thomas Maulake
Wakefield	Roland Hurst
Wallingford	John Child
Walsall	Thomas Hill
Wandsford	George Dexter
Wangford	Ezekiel Read
Wantage	Joseph Lewis
Ware	George Price
Wareham	Peter Selby
Warminster	Fanny Strode
Warrington	William Robson
Warwick	Henry Baly
Watford	William Hearn
Wednesbury	Martin Worcester
Weedon	Richard Andrew
Welchpool	Thomas Clarke
Welford	Ann Spencer
Wellingborough	Elizabeth Spong
Wellington, Salop	Benjamin Smith
Wellington, Somerset	James Webber
Wells, Norfolk	Ann Southgate
Wells, Somerset	George Lawrence
Welwyn	James Freshwater
Wendover	James Senior
West Bromwich	Samuel Sutton
Westbury	Elizabeth Cowdall
Wetherby	John Smith
Weymouth	John Harvey
Wheatley	William Lovelock
Whitby	Richard Rodgers
Whitchurch, Salop	Richard Crosse
Whitehaven	John Gibson
Wigan	Robert Acton
Wigton	Joseph Messenger
Wimbourne	John Vey
Wincanton	J. C. Musgrove
Winchester	Henry Flight
Windsor	Henry Cook
Wingham	John Beal
Winslow	George Mayne
Wirksworth	Mary Jane Brace
Wisbeach	John Goward
Witham	William Garrett
Witney	Joseph Masters, jun.
Wiveliscombe	W. J. Hancock
Woburn	Stephen Dodd
Wokingham	Thomas Spencer
Wolverhampton	Charles T. Darby
Woodbridge	William Rowe
Woodstock	William Howels
Woodgates	J. H. Hayter
Worcester	John Hill
Workington	James Kirkconel
Worksop	Elizabeth Haykin
Worthing	Caroline Plumer
Wotton-under-Edge	Henry Cagswell
Wrexham	Richard Hughes
Wycombe, High	George Harman
Wymondham	Richard Francis
Yarm	Elizabeth Stonehouse
Yarmouth, Norfolk	David Hogarth
Yealmpton	Charlotte Walter
Yeovil	Robert Jennings
York	Joshua Oldfield

IRELAND.

Name of Town.	Name of Postmaster or Postmistress.	Name of Town.	Name of Postmaster or Postmistress.	Name of Town.	Name of Postmaster or Postmistress.
Abbeyleix	John Warburton.	Camolin	Cassandra Keoghe	Drumcondra	James Keith
Adare	Mrs. Anne O'Regan	Cappoquin	Hannah Dodsworth	Drumsna	Mrs. Mary Gilroy
Ahascragh	Miss Ellen C. Fallon	Carlow	William H. Carey	Dundalk	James Parks
Antrim	Anne Jackson.	Carn	Mary Carey	Dundrum	William Mann
Ardara	Andrew Young	Carnew	Richard Goodison	Dunfanaghy	Robert Wilkinson
Ardee	William Brunker	Carrickfergus	George Erskine	Dungannon	Samuel Hughes
Ardrahan	George Taylor	Carrickmacross	Wm. Cramsie M'Auley	Dungarvan	Benjamin G. Dyer
Arklow	Mrs. Frances Murphy	Carrick-on-Shannon	Arthur Bourns	Dungiven	David Mitchell
Armagh	Robert Birch	Carrick-on-Suir	John Leech	Dunleer	George Govers
Arthurstown	William Gordon	Cashel	William Ryal	Dunshaughlin	Thomas Devitt
Ashbourne	Robert M'Auley	Castlebar	Margaret Foy	Durrow	Emor Harte
Ashford	Alexander Hall	Castlebellingham	Anne E. White		
Athboy	Elizabeth Molloy	Castleblakeney	Roderick Rabbit	Edenderry	Bridget Nolan
Athlone	Miss Anne Pakenham	Castleblayney	John Smith, jun.	Edgeworthstown	William Morgan
Athy	Thomas O'Connor	Castlecomer	Patrick B. Kenna	Elphin	Margaret Crawford
Aughnacloy	Rowland Betty	Castleconnell	Stephen Hall	Emo	Samuel Holmes
Aughrim	Patrick Clarke	Castledawson	Anne Oliver	Emyvale	Alexander M'Dowell
		Castledermot	George Graham	Enfield	Johanna Furry
Bagnalstown	James Byrne	Castlefin	William M'Loughlin	Ennis	George Crowe
Bailyboro'	Henry Adams	Castlemartyr	Joseph Taylor	Enniscorthy	William Fayle
Balbriggan	Henry V. Joynson	Castlepollard	Thomas M. Riggs, jun.	Enniskerry	Abraham Williams
Ballaghaderin	Thomas Dillon	Castlerea	Peter Dillon	Enniskillen	Richard Ball
Ballibay	Henry Nesbit	Castletown	Nathaniel Spence	Ennistimon	Bridget M'Donough
Ballina	Annesley Knox	Castletown Delvin	Patrick Fegan	Eyrecourt	Mary Eyre
Ballinasloe	Richard Carroll	Castlewellan	James O'Neil		
Ballincollig	Thomas Sloane	Cavan	James Parker	Fermoy	Jonathan Dann
Ballingarry	Catherine Humphries	Celbridge	James Leslie	Ferns	Joseph Haughton
Ballinrobe	David Elligot	Chapelizod	Robert Broadbent	Fethard, Tipy	Patrick Stokes
Ballybrittas	William Arthur	Charleville	Cornelius Graham	Finglas	Bernard Jennett
Ballycastle	Archibald M'Donnell	Clara	Thomas Norris	Flurrybridge	John Gossan
Ballyconnell	Ralph Montgomery	Clare	James Conyngham	Frankford	Anna Haslam
Ballygawley	Peter Montague	Clifden	Catherine Thomas	Frenchpark	Crofton Carlton
Ballyglass	John M'Evily	Cloghan	James Dovery	Freshford	Richard Stone
Ballyjamesduff	Thomas Morrow	Clogheen	James Sandford		
Ballymahon	William Lee	Clogher	Martha Crooks	Galway	Robert Persse
Ballymena	George Dugan	Cloghnakilty	Dina O'Connor	Garvagh	James Wallace
Ballymoney	Richard Hamilton	Cloghran	Patrick Ward	Gilford	Kennedy Cochrane
Ballymote	Joseph Lougheed	Clonard	Bartholomew Herbert	Golden Ball	Samuel Sutton
Ballynacargy	Philip Murray	Clonee	Patrick Fitzpatrick	Goresbridge	Catherine Nolan
Ballynamore	Thomas Fitzsimon	Clones	Benjamin Thompson	Gorey	Anne Ponder
Ballyshannon	John O'Donnell	Clonmel	William P. Worrall	Gort	Thomas F. Morris
Ballytore	James Kelly	Clontarf	Catherine Farrell	Gowran	Emily Cuthbert
Baltinglass	William Condell	Clough	Margaret M'Cartan	Granard	Rachel Griffith
Banagher	Richard Sharpe	Cloughjordan	Jane Wilson		
Banbridge	Margaret Mitchell	Cloyne	Sarah Collins	Headford	Christopher Jameson
Bandon	Richard Shine	Coleraine	Margaret Galt	Hillsboro'	Sarah Lutton
Bangor	James Graham	Comber	Joseph Sheane	Hollymount	Christopher Bowen
Bantry	Thomas Jenkins	Cookstown	Margaret Pattison	Hollywood	James Greenfield
Belfast	James Dickey	Cootehill	Mary Wallace	Howth	Ellen Sweetman
Belmullet	Arthur Rose	Cork	James F. Comerford		
Belturbet	Richard Wright	Cove	Jane Ensor	Innistiogue	Peter Dalton
Blackrock	Mrs. Mary Warren	Craughwell	John Briscoe	Innishannon	Johnston M'Intosh
Blessington	Thomas Boothman	Crossdoney	Francis Galligan	Johnstown	James Aylward
Booterstown	James Burnet	Crumlin	James Campbell		
Boyle	William Laurence	Curofin	Martin Mullins	Kanturk	Benjamin Savage
Bray	Charlotte Millar	Cushendall	Anne M'Donnell	Keady	Watson Kidd
Brookboro'	Miss Susan Armstrong	Collooney	Eliza Benson	Kells	Catherine Dyas
Bruff	Richard Fogarty			Kenmare	Denis Downing
Buncrana	Mary Armstrong	Dangan	John Gannon	Kilbeggan	William Gannon
Bunratty	Patrick Keane	Delgany	Hugh M'Lyndon	Kilcock	Elizabeth Allen
Burros-a-kane	Thomas Gardiner	Derry	Eliza Peoples	Kilcullen	William H. Delany
Burros-in-Ossory	George Pratt	Dingle	John Griffin	Kildare	Charles Dunne
Bushmills	Samuel Steele	Donaghadee	Daniel Toler Curtis	Kildorrery	Samuel Piddell
Buttevant	Michael Guinee	Donegal	Mrs. Anne Dillon	Kildysart	Patrick M'Namara
		Doneraile	John Haycroft	Kilkeel	Stephen Byrne
Cabinteely	William Staunton	Down	Benjamin M'Iver	Kilkenny	Robert D. Mathews
Cahirciveen	John Fitzgerald	Drogheda	John S. M'Culloch	Killala	Robert Poke
Cahir	John Bowen	Dromod	James Fenton	Killaloe	Margaret Thompson
Caledon	John Wilson	Dromore	Michael Bodel	Killarney	John Doherty
Callan	Eliza Nolan	Dromore, West	William Rutledge	Killybegs	Francis Rogers

Name of Town.	Name of Postmaster or Postmistress.
IRELAND—*continued.*	
Killyleigh	Ellen Thompson
Killysandra	Thomas M'Cabe
Kilmacthomas	Thomas Browne
Kilmallock	Margaret M'Connell
Kilrush	William Brew
Kilworth	Edward Collett
Kingscourt	Anne Anderson
Kingstown	Rebecca Bagnall
Kinnegad	William Clarendon
Kinsale	John Waddle
Kish	John Acheson
Knock	Denis Culligan
Larne	James Cooche
Leighlinbridge	Cecilia Magee
Leixlip	Anthony Bacon
Letterkenny	Peter Lyle
Limerick	Patrick M'Namara
Lisburn	Samuel Gamble
Lismore	Richard Huddy
Lisnaskea	John Smyth
Listowel	J. G. Church
Littleton	John Going
Longford	William Beatty
Loughbrickland	Nathaniel O'Flaherty
Loughgall	William Addy
Loughrea	Thomas Dorgan
Lowtherstown	Samuel Douglas
Lucan	James Lynch
Lurgan	William B. Morris
Macroom	Peter Williams
Maghera	David Thompson
Magherafelt	Joshua Adams
Mallow	Robert Lynch
Manorhamilton	Simon Armstrong
Markethill	Susanna Moneypenny
Maryborough	John Millar
Maynooth	John M'Lean
Middleton	Joseph Brabazon
Millstreet	Robert Wyne
Miltown Malbay	Ralph Morrony
Mitchelstown	Edward Thornhill
Moate	Hannah Russell
Mohill	Honoria Brady
Moira	Eliza Bamber
Monaghan	Thomas Wright
Monastereven	William Morgan
Moneygall	Samuel Goulding
Moneymore	David Richey
Mountmellick	William Thacker
Mountnugent	Henry Spinks
Mountrath	Daniel Egan
Moville	John Anderson
Moy	Thomas Wilford
Mullingar	Edward Gordon
Naas	Jane Parsons
Navan	John Mullen
Nenagh	Patrick Cane
Newbridge	Thomas Dowling
Newcastle	H. W. Gunn
Newmarket-on-Fergus	Thomas Byrns
Newport, Mayo	Mrs. Margaret Arthur
Newport, Tipperary	Daniel Ryan
Newry	James Moore
Newtownards	Jane Pollock
Newtown Barry	Paul Kennedy
Newtown-Forbes	John Bonny
Newtown Limavady	Letitia Ross
Newtown-Mount-Kennedy	Patrick Lamb
Newton-Stewart	Clarke Mathewson
Oldcastle	Eleanor Kenna
Omagh	Margaret Wallace
Oranmore	Henry Griffin
Parsonstown	Thomas Dooly
Philipstown	Catherine Ellis
Piltown	John Anthony
Portadown	Richard Edgar
Portaferry	Charles Press
Portarlington	Michael Carroll
Portglenone	Thomas Madden
Portumna	Margaret Monaghan
Raheny	Patrick O'Brien
Ramelton	Robert Gillespey
Randalstown	Alexander M'Dowell
Raphoe	Samuel Kerr
Rathangan	Michael Mylod
Rathcoole	William Galbraith
Rathcormack	Mary A. Longstaff
Rathdowney	Robert Perry
Rathdrum	Joseph Walker
Rathfarnham	William Scott
Rathfriland	John Fegan
Rathkeale	John Hammond
Rathowen	James Murray
Rochfortbridge	Patrick Geraghty
Roscommon	Richard Johnston
Roscrea	Eleanor Shortt
Ross	John Williams
Rosscarbery	Stephen Legoe
Rostrevor	Ruthven Emerson
Shinrone	Thomas Doolan
Six-mile-bridge	Lucinda O'Halloran
Skibbereen	Daniel Crawley
Slane	John M'Owen
Sligo	Hugh M'Sweeny
Stewartstown	Joseph Dudgeon
Strabane	Andrew Jenkins.
Stradbally	Thomas Connell
Stradone	Sophia Stafford
Stoneyford	William Davis
Stranorlar	S. Browne
Strokestown	Jane Fearns
Swinford	Peter Cawley
Swords	James Sandford
Taghmon	Ellen Corish
Tallaght	Andrew Armstrong
Tallow	Anne Mellsop
Tanderagee	Richard Trotter
Tarbert	John Creaghe
Templemore	James Lanigan
Templeogue	Patrick Daly
Thomastown	Alicia Duke
Thurles	Thomas Bourke
Tinnahely	Mary A. Morton
Tipperary	Richard Molloy
Tralee	William Mason
Trim	Samuel Allen
Tuam	John Sandford
Tubbermore	Alexander Christie
Tullamore	John A. Bradley
Tullow	William Nourse
Tynan	Myles Magrath
Tyrrellspass	Anne Glenville
Virginia	Mary A. Shegog
Warrenspoint	Jane Forrest
Waterford	Thomas Parsons
Westport	Eliza Hilderbrand
Wexford	John Green
Wicklow	Michael Byrne
Youghal	Archibald Merry

General Post-Office, Dublin, 5 April 1844.

Arch. Lyster.

(signed) *T. O. Lees*, for Secretary.

SCOTLAND.

roath	Robert Finlayson
rdeen	Daniel Stuart
rdour	Peter Kennedy
rfeldy	James Kippin
yne	George Cromar
rie	Mary Torrance
a	Matthew Brydie
an	George Pool
ruther	Agnes Robb
in	Duncan Clarke
rsier	John Currie
s	Duncan Fletcher
Auchterarder	James Stewart
Auchtermuchty	Margaret Laing
Ayr	Elizabeth Davidson
Ardrossan	James Stevens
Ayton	Mary Thompson
Ballantrae	John Millar
Ballindalloch	Ann Grant
Ballater	Donald Farquharson
Banff	Alexander Smith
Bathgate	Margaret Jamieson
Beauly	Peter Fraser
Beith	Robert Wilson
Berire	James Soutar
Biggar	Andrew Nicol
Blackshiels	William Pearson
Blair-Adam	James Stewart
Blair-Athol	William Robertson
Blairgowrie	Robert Ayson
Bonar Bridge	Alexander Ross
Bonair	John Cameron
Balerno	William Walker
Boness	Margaret Anderson
Bowmore	Duncan M'Alister

(*cotinued*)

Name of Town.	Name of Postmaster or Postmistress.
SCOTLAND—*continued.*	
Braco	Robert Whyte
Brechin	William Lowe
Bridge of Earn	Daniel Campbell
Broxburn	Jane Mather
Broadford	George Ross M'Phail
Buckie	John Reid
Burntisland	Elizabeth Ross
Callander	Anne M'Ewen
Campbeltown	Alexander Lothian
Canonbie	Agnes Donaldson
Carr Bridge	Alexander Ellis
Carnonstie	Alexander Balfour
Castle Douglas	William Green
Chance Inn	David Todd
Cockburnspath	James Crooks
Coldstream	John Halliburton
Colinsburgh	Elizabeth Ronald
Colinton	David Girdwood
Corstorphin	Andrew Henderson
Craigellachie	James Cumming
Crail	James Key
Cramond	John Gourlay
Creltown	Alexander M'Kean
Crieff	Anne M'Queen
Cromarty	Margaret Ross
Crook	Tweedie M'Garth
Cullen	Alexander Anderson
Culross	Robert Henderson
Cumnock	Archibald Shinan
Cupar Angus	Andrew Stevenson
Cupar Fife	Thomas Pratt
Currie	William Frier
Dalkeith	John Goldie
Denny	William Cousland
Dingwall	John Macphail
Dornock	Alexander Davidson
Douglas	Thomas Tassie
Dumbarton	Margaret Davidson
Dumfries	John Thorburn
Dunbar	Alexander Barclay
Dunbeath	William Sinclair
Dunblane	Ann Dawson
Dundee	Robert Bell
Dunfermline	Catherine Angus
Dunkeld	John Matthew
Dunoon	Robert Brown
Dunse	Magdalene Selby
Dunvegan	David M'Donald
Ecclefechan	William Johnstone
Eddlestone	Margaret Thorburn
Elgin	John Forsyth
Elion	John Rae
Errol	William Adam
Evanton	Donald Ross
Falkirk	Henry Salmon
Fettercairn	James Austine
Fochabers	Mary Marquis
Ford	John Otto
Forfar	John Thomson
Forres	Robert Watson
Fort Augustus	William M'Kinnon
Fortrose	Christian Bain
Fort William	James Taylor
Fraserburgh	Margaret Fraserburgh
Fushie Bridge	James Craik
Fyvie	Sarah Rose
SCOTLAND—*continued.*	
Galashiels	Janet Haldane
Garbeston	John Pollock
Gatehouse	Janet M'Keand
Girvan	Thomas Davidson
Glasgow	James Walter Sebright
Glenluce	Alexander M'Cracken
Gladsmuir	David Bain
Granton Pier	John Craik
Golspie	Robert Hill
Grangemouth	George Gibson
Granton	John Grant
Greenock	Ralph Logan
Haddington	Peter Martine
Hamilton	James Roxburgh
Hawick	Robert Armstrong
Helensburgh	James Breingan
Hermiston	James Chambers
Huntly	James Lawson
Inchture	Thomas Reid
Inverary	Catherine Maclean
Invergordon	Wilson M'Kenzie
Inverkeithing	James Angus
Inverness	William Hay
Irvine	John Dean
Jedburgh	William Renwick
Keith	John Keith
Keith Hall	Robert Emslie
Kelso	Peter Darling
Kettle	John Inglis
Kilmarnock	David Rankine
Kincardine	Margaret Finlay
Kinghorn	James Grey
Kingussie	Ewan Davidson
Kinross	James Sunson
Kintore	William Smith
Kirkcaldy	John Paton
Kircudbright	Charles Jas. Finlayson
Kirkliston	Janet Henderson
Kirknewton	Andrew Braid
Kirkwall	Archibald M. Garriock
Kirriemuir	James Dickson
Lanark	Archibald Haddow
Langholm	John Nicol
Largs	William M'Call
Lasswade	John Buckham
Lauder	Janet Romanis
Lawrencekirk	George Watt
Leadhills	Robert Martin
Leith	George Goodlet
Lerwick	William Rae Duncan
Lesmahagow	Robert Telfor
Leven	Margaret Howden
Libberton	William Kerr
Linlithgow	Robert Speeden
Loanhead	William Begg
Lochalsh	David Logan
Lochgilphead	Catherine Munro
Lochmaddy	Malcolm M'Leod
Lockerby	Thomas Walker
Markinch	William Huthinson
Mauchline	Hugh Wilson
Maybole	William Rennie
Meigle	James Donaldson
Melrose	Alexander Pringle
SCOTLAND—*continued.*	
Midcalder	James Cruickshank
Mintlaw	Bethia Levay
Moffatt	Thomas Grieve
Montrose	James Valentine
Musselburgh	John Leitch
Murrayfield	John Bennie
Nairn	Flora Anne Mackintos
Newburgh	Joseph Murray
Newport	Charles Mitchell
Newton Stewart	Marion Paterson
Noblehouse	George Williamson
North Berwick	Ann Blair
North Ferry	Alison Brown
Oban	Anne Rankin
Old Meldrum	Jane Forbes
Old Rain	Anne Horne
Paisley	Alexander Hart
Parkhill	Helen M'Lean
Peebles	Nancy Williamson
Pennycuick	Michael Jenkinson
Perth	Charles Graham Side
Peterhead	Thomas Knox
Pitlochrie	Peter Maclaggan
Pittenween	Robert Morris
Portaskay	James M'Nabb
Port Glasgow	Alexander Wood
Portobello	James Scott
Port Patrick	Alexander Niven
Portree	Alexander M'Donald
Portsoy	John Crawford
Prestonkirk	Janet Gibb
Prestonpans	Thomas Cleugh
Rachan Mill	James Horne
Ratho	James Hepburn
Roslin	Thomas Wilson
Rothsay	
St. Andrews	George Cruickshank
St. Boswells	Catherine Scott
Saltcoats	Hugh Baird
Sanquhar	John Halliday
Selkirk	Joan Buckham
Slateford	James Frier
South Ferry	William Meikle
Stirling	John Shearer
Stonehaven	William Johnstone
Stornoway	John Mackauley
Stow	Robert Brown
Stranraer	William Campbell
Strontian	Donald Cameron
Tain	Harriet Calder
Tarbert	John M'Lachlan
Thornhill	William M'Kinnel
Thurso	Donald M'Kay
Tobermory	James Graham
Tranelet	Thomas Simson
Turriff	Alexander Chisholm
Ullapool	Susan M'Kenzie
Uphall	William Brown
Whitburn	Alexander Wilson
Whithorn	Eliza Ford
Wick	William Craig
Wigtown	Thomas Tait
Winchburgh	Margaret Hughes

George Mason, Accountant.

(signed) *Edward S. Lees*, Secretary.

Half-sheets of postage-free paper will also be sold at the Chief Offices in *London*, *Edinburgh*, and *Dublin*, and at the Receiving-houses attached to them.

A RETURN showing the NAMES of the TOWNS, and the NAMES of the PERSONS, to whom POSTAGE-FREE HALF-SHEETS of PAPER will be sent for SALE.

TOWNS.	NAMES.
Head Office Stamps and Taxes, Somerset House - -	Teesdale Cockell, Esq.
Sea Policy Office, City of London - - - - -	Samuel M'Quord, Esq.
Stamps and Taxes, Edinburgh - - - - -	Thomas Pender, Esq.
Stamp Office, Dublin - - - - - - -	J. S. Cooper, Esq.

The above are the only parties that will be supplied by the Board of Stamps and Taxes with the Stamps in question for sale.

The remainder of the information required by this Order can only be furnished by the General Post-Office.

Stamps and Taxes,
30 March 1844.

(signed) *Charles Pressly.*

POSTMASTERS GENERAL.—
POSTAGE.

RETURN of the NAMES, RANK, and DATE of APPOINTMENT of the POSTMASTERS-GENERAL, from the earliest to the present Time.

RETURN of the NAMES of the PERSONS, and the TOWNS, to which HALF-SHEETS of POSTAGE-FREE PAPER will be sent for Sale.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed,*
10 *June* 1844.

362.

Under 2 oz.

SCILLY ISLANDS MAILS.

RETURN to an ORDER of the Honourable The House of Commons, dated 27 June 1844;—*for*,

COPIES of all COMMUNICATIONS addressed to the Chancellor of the Exchequer, respecting the POST OFFICE ARRANGEMENTS at the Islands of *Scilly*, with the Answers returned thereto; Also, of any CORRESPONDENCE which has taken place between the Treasury and the Postmaster-general, relating to the same.

Whitehall, Treasury Chambers, 11 July 1844. G. CLERK.

Ordered, by The House of Commons, *to be Printed*, 24 *July* 1844.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post Office, 24 January 1842.

THE contractors for the Penzance and Scilly Mail-boat, one of the minor Home Packet contracts, re-transferred some time since from the Admiralty to this department, having refused any longer to convey that Mail upon the terms allowed so many years past, viz. 54*l.* 12*s.* per annum, it has become necessary to provide by other means for this service. The present contractors demand 100*l.* a year for the weekly conveyance of the Mail; but as this far exceeds the amount of the Scilly correspondence, I consider it my duty to make every effort in my power to obtain a reduction of this demand, and I feel satisfied, that but for the monopoly which the contractors, who style themselves the St. Mary's Shipping Company, are now seeking to establish, this might have been accomplished. I now submit for your Lordships' information, copy of the Report which I have this day received from Mr. Creswell, the surveyor of the district, on the subject; and as this officer has so clearly stated the case and position in which the Post-office is at present placed, by the attempt of the company alluded to, to force it into the acceptance of what I cannot but consider an exorbitant demand, it will be only necessary for me to request your Lordships, if you concur in my view of the matter, to obtain immediately from the Admiralty or the Customs such temporary assistance as shall, in accordance with Mr. Creswell's suggestion, enable me to provide for the conveyance of the Mail to and from Scilly and Penzance as at present, once a week, until I can find some private parties willing to perform the service on reasonable terms.

Should not your Lordships approve of this course, you will be pleased to determine whether the alternative stated by Mr. Creswell, viz., that of forwarding the letters to Scilly under the Ship-letter Regulations as opportunities offer, should be resorted to; and as the matter is pressing, the company having refused to carry the Mails after the 31st instant, I request to be favoured with your immediate decision.

I have, &c.
(signed) *Lowther.*

Sir. Exeter, 21 January 1842.

I BEG leave to state that I have just returned from Penzance, where I have been engaged for the last few days in an endeavour to make a temporary arrangement for the conveyance of the Mails between that place and Scilly.

The result of these endeavours has not, I am sorry to say, been satisfactory.

Time will not admit of my entering at length into the whole question of this packet, without sacrificing the day's post; and as I shall not have another opportunity of addressing you before my arrival at Jersey, whither I proceed to-morrow, I propose to confine myself in this Report to the considerations which lead me to think that, notwithstanding the difficulty of making temporary provision for the service, the offer of the company ought not to be accepted; and to suggesting the only expedients which occur to me for providing for the service, so as to give time for a full consideration of the subject, before making a final arrangement.

Upon receipt of your letter of the 3d instant, informing me that the Postmaster-general did not deem it politic to accept the offer of the St. Mary's Shipping Company without further inquiry, I addressed to their secretary, on the 4th, the letter of which I enclose a copy, offering to pay at the rate of 100*l.* a year (the sum they tendered for) for the performance of the service, until the Postmaster-general should decide with respect to a permanent arrangement. To such an offer I thought no reasonable objection could be offered on the part of the company, but, to my surprise, I received in answer the enclosed letter from the secretary to the company (who, I should observe, is also our sub-deputy at Scilly), "*regretting his Lordship's delay*," and consenting to perform the service on these terms for three weeks at the furthest. Now, considering that the company in question consists of a few shopkeepers at Scilly, who are joint proprietors of the packet, and in virtue of that co-partnership style themselves "The St. Mary's Shipping Company;" and considering that they were offered by me what they demanded, I could not help thinking, that the attempt to precipitate the Postmaster-general's decision, and the tone of pretension assumed on the occasion, ought to be effectually checked and rebuked by a prompt and unqualified rejection of their demand; and with a view to place his Lordship in a position to do this without embarrassment to the service, I proceeded to Penzance, in the hope of being able to provide a conveyance for the Mails for three months, on something like reasonable terms. I found that the most, and indeed the only eligible vessel for this purpose, was a pilot boat, of which Mr. Pearce, agent for Lloyd's, and a highly respectable man, was the principal owner. I put myself accordingly into communication with him without loss of time; he said he could make no offer without consulting the crew, who had a share in the vessel; the result was an offer to do it for 35*l.* a month, which was obviously monstrous, and I suspected at the time, was made rather with a view to close all negotiations than with any object of coming to an arrangement, a suspicion which my subsequent inquiries confirmed, finding that Mr. Pearce was connected by family ties with parties interested in the company. I then called upon Mr. Phillips, who was formerly postmaster of Penzance, and now a highly respectable shipowner and merchant; by him I was introduced to a Capt. Broad, a retired captain and shipowner of independent property, and who fills the situation of harbour-master; from the information obtained from these parties, I am persuaded that the demands of the St. Mary's Shipping Company are not measured by what is a fair remuneration for the service we require, but by the extent to which they conceive they can presume upon the secure enjoyment of the monopoly of the trade of the Islands, and to defy competition, and thus compel a compliance with their terms; and I have very strong reason to believe, that despite the opposition with which any attempt on the part of the Post-office to break this combination would be met, that an arrangement is practicable which would be more advantageous both to the department and to the public, under which we should be enabled to extend two Posts weekly to the Islands, and have the service under efficient control, which I am satisfied, both by past experience, as well as by the nature of the case, never can happen while it is in the hands of a company having other interests, of more importance to them than their engagements to the Post-office, to look after, and who, if their present demands are submitted to, could not fail to be encouraged into a still further disregard of official control, from a feeling that necessity alone induced the Post-office to yield.

I have entered at greater length than I proposed into the animus by which I believe the negotiations of the company with the Post-office is dictated, and which leads me to think this is the moment for severing the connexion, by which alone the service can be placed on an efficient footing. I have said I believe this is practicable, with advantage both to the office and the public, but in the meantime provision must be made for the conveyance of the Mails; and it has occurred to me, whether the Postmaster-general could not obtain from the Admiralty or the Custom-house the loan of a suitable vessel for three months, say a cutter from 40 to

40 to 50 tons burthen. The term named by the company expires on the 31st, by which period, should his Lordship approve the suggestion, a vessel might perhaps be upon the spot to enter upon the service. If this measure should not be deemed expedient, there remains only the alternative of forwarding letters under the Ship-letter Regulations, or engaging a boat expressly for the conveyance of the Mails backwards and forwards weekly: the latter would be an enormously expensive proceeding, as the ordinary charge for a boat express to Scilly is 4 *l.* and 5 *l.*, and I have reason to think the most reasonable arrangement of this description which could be effected, would cost from 5 *l.* to 7 *l.* weekly; and to bring it so low as this, it would be necessary to alter the days of sailing, so as to make a trip from Penzance and back, waiting only at Scilly one day, to give the inhabitants time to reply; by this means we should perhaps be enabled to make a bargain for the trip both ways, for perhaps 6 *l.* or 7 *l.*, whereas to effect despatches from Scilly and Penzance at the present period, we should be obliged to hire a boat specially both ways, at 4 *l.* or 5 *l.* a trip, making the expense from 8 *l.* to 10 *l.* weekly.

It remains, therefore, for the Postmaster-general to decide whether he will reject or accept the offer of the company; if the latter, all difficulty will be for the present removed; if the former, I beg to submit that instructions be sent to Mr. Maberly what course to pursue during my absence in Jersey, whom I will put in possession of the state of the case, with directions to hold himself in readiness to proceed to Penzance for the purpose of giving effect to whatever may be decided upon.

I am, &c.

Lieutenant-colonel Maberly. (signed) *G. H. Creswell.*

Sir, 4 January 1842.

The Postmaster-general not having been able yet to come to a decision with respect to the offer made through you by the St. Mary's Shipping Company for the conveyance of the Mails between Penzance and Scilly, I am directed to make temporary provision for that service until his Lordship can decide with respect to a permanent arrangement.

Under the circumstances, I am induced to think I may be justified in offering to the St. Mary's Shipping Company to pay them at the rate of 100 *l.* a year for continuing the service from the 5th January, when their present contract expires, until the final decision of the Postmaster-general is obtained.

I should be obliged by your submitting this offer to the company, and acquainting me with their decision at your earliest convenience.

I am, &c.

Mr. C. Mumford, Secretary, St. Mary's Shipping Company, Scilly. (signed) *G. H. Creswell.*

Sir, St. Mary's, Scilly, 10 January 1842.

I beg to acknowledge the receipt of your letter of the 4th instant, relative to the conveyance of the Mails between Penzance and Scilly until the decision of the Postmaster-general on the subject is known.

The St. Mary's Shipping Company regrets his Lordship's delay in coming to a decision, but under the circumstances consents to convey the Mails at the rate proposed for two, or three weeks at furthest, when it is hoped a favourable decision from his Lordship will be received.

I am, &c.

G. H. Creswell, esq. Exeter. (signed) *C. Mumford*, Secretary, St. Mary's Shipping Company.

Copy of Treasury Minute, dated 26 January 1842, on the foregoing Letter.

Transmit copy of this letter and enclosures to the Secretary to the Admiralty, and request that he will move their Lordships to inform my Lords at their earliest convenience, if they have any vessel at their disposal which could be spared for this service.

Sir, Admiralty, 26 January 1842.

With reference to your letter of the 26th instant, respecting the conveyance of the Mail between Penzance and Scilly, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that there is no vessel of any description that would not cost much more than the contractors demand; and their Lordships would, therefore, recommend that the best terms that can be made with the contractor should be accepted.

I am, &c.

Sir George Clerk, bart. Treasury. (signed) *John Barrow.*

My Lords, Treasury Chambers, 26 January 1842.

With reference to your Lordship's letter of the 24th instant, respecting the conveyance of the Mail between Penzance and Scilly, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords consider that it will be necessary to forward the letters to Scilly under the Ship-letter Regulations as opportunities offer, as a temporary measure, until your Lordship can provide for the performance of the Mail service between Penzance and Scilly on reasonable terms.

I am, &c.

The Right hon. the Postmaster-general. (signed) *G. Clerk.*

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the undersigned, Residents and Inhabitants of the Islands of Scilly,

Humbly showeth,

That for the last 40 years a Mail has been regularly forwarded to Scilly, from Penzance, once a week.

That in consequence of a disagreement between the owners of the packet and the Post-office, as to the cost of conveyance of the Mail, the same has lately been discontinued, to the serious inconvenience and prejudice of the inhabitants, and injury of their interests, particularly as shipowners.

That the average number of letters and papers conveyed by each Mail was, as near as they can learn, about 300, many being from and to ports abroad.

That at the present time there are upwards of 50 registered vessels belonging to the port of Scilly, 35 of which are employed in the foreign trade, say round Cape Horn, the Cape of Good Hope, the West Indies, South America, Mediterranean, Black Sea, Baltic, &c., the correspondence with which is of vital importance to the owners, and of much concern to the friends and families of the parties navigating the same.

That during the winter season ships from all parts of the world put into Scilly, not unfrequently amounting, at one time, to 200 sail; some for shelter, others for orders, it being a convenient port from which to enter the different channels; to these a regular Mail is also of the greatest consequence, having sometimes foreign Mails to forward as well as their own private letters to their owners, consignees, and families.

That Scilly contains above 2,700 inhabitants, and that there are on the islands establishments connected with the Custom-house, the Coast-guard, the Ordnance, the Trinity Board, Lloyd's, and Foreign Consuls, to all of which a regular and sure communication by post is of the utmost consequence and importance.

Your Memorialists therefore pray that your Lordships will be pleased to order such

such means to be adopted as may be best calculated to insure a constant, safe, and well regulated Mail conveyance between the islands and the main land.

And your Memorialists will ever pray.

N. M. Burkett, collector of customs, agent for Admiralty droits, &c.
John P. Penberthy, comptroller of customs.
Charles Steel, inspecting commander coast guard.
Edwards & Johns, agents to Lloyd's.
Hugh Treggarthen, agent to the Trinity Board, surveyor to Lloyd's, &c.
W. T. Johns, vice-consul, and consular agent for France, Belgium, Sweden, Norway, &c. &c.
Henry Edwards, Hanoverian consul, vice-consul for Denmark, Prussia, Netherlands, &c. &c.
Francis Banfield & Sons, merchants and shipowners.
William Haskin, merchant and shipowner.
Thomas Lemon Hall, merchant and shipowner.
John Edwards, shipbuilder.
William L. Blewett, surgeon, &c.
William Mumford, shipbuilder and owner.
E. J. Wilcocks, A.B., chaplain of the Islands of Scilly.
——— *Nicolay*, curate of Tresco, &c.
William Porterfield, master gunner, Scilly.
P. Parsons, Wesleyan minister.
George Veals, Baptist minister.
J. R. Williams, chief officer coast guard.
William Rees, chief officer coast guard, St. Martin's.
Nicholas Hockerey, chief officer, St. Agnes, C.G.
Thomas Gowlland, chief officer, Tresco, C.G.S.
Richard Simmons, master of Seven Stones Light Ship.
Clement Mumford, secretary St. Mary's Shipping Company.
H. F. Veitch, R.N.
John James, agent to Augustus Smith, Esq.
Barnet Banfield, shipowner.
John Tregorthen, shipowner.
Samuel Duff, sail-maker.
Peter Slidsford, shipbuilder.
Thomas Richard Duff, master mariner.
Thomas Edwards, shipbuilder.
William Duff, master mariner.
John Ellis, master mariner.
John Fairchild, builder.
William J. Lawrence, secretary of Union Shipping Company.
Barnard Hicks, shipbuilder.
Mary Dysart, shopkeeper.
Charles Tregorthen, master mariner.
Jane Lawrence, shopkeeper.
E. Hicks, innkeeper.
James Tregarthen, shipmaster.
John Banfield, shipbuilder.
Thomas Rogers, blacksmith.
John Gitean, shipmaster.
George Grugelier, shipmaster.
William Phillips, shipmaster.
Nicholas Edwards, shipbuilder.
James Bluett, innkeeper.
William Percival, sailmaker.
William M. Hoskin, shipowner.
Alexander Banfield, shipowner.
John George, shipowner.
Walter Bickford, shipmaster.
Francis Watts, shipowner.
James Edwards, shipowner.
John Hooper, shipmaster.
Francis Tregarthen, shipowner.
John Tregarthen, shipmaster.
John Hicks, builder.

Scilly, 16 March 1842.

Ashlym Hall, Great Berkhamstead,
4 April 1842.

Dear Sir Charles,

The two Memorials enclosed have been forwarded to me with a request that you would present them to the Treasury and advocate their prayer.

A few observations are called for on my part, that you may understand fully all the circumstances of the case.

For some years I have been labouring in vain to obtain an improvement in the Mail communication with Scilly, till I have somewhat lost my patience on the subject.

The evils I had to complain of were, first, that the whole of the Post-office arrangements were ill-regulated; and, secondly, that the sum allowed for the conveyance of the bags was too small to secure a well-formed and fast-sailing craft for the purpose.

The first grievances have been but only partially redressed, but not till after repeated applications and complaints on the subject: on the second head, the Post-office have once or twice taken steps to effect an improvement, thus admitting the evil, but have set about the business in such a way as to insure a failure. Thus about five years since the Post-office, with the approval of the Treasury, agreed to increase the allowance to 100 *l.* a year. The hydographer of the Admiralty was in consequence required to specify what size and style of vessel ought to be employed for such a service; and on his report great expense was incurred in advertising for a very powerful cutter; the limit, however, of the Government allowance was not communicated to him or made public. Such a cutter as required would have cost not less than 1,500 *l.* a year for working alone. The tenders were, in consequence, so very far beyond the 100 *l.* to which the Government had previously limited their allowance, that after all this parade the whole affair, as ought to have been foreseen, ended in smoke. The Admiralty officer appealed to could only have considered, in the vessel he recommended, the nature of the seas to be crossed, and could not have been properly informed as to the character of the harbours between which the vessel was to ply, particularly that of Penzance, which such a vessel could only have entered at high water, and must therefore frequently have been obliged to keep to sea on arriving there. It was this contingency which would have made the working so expensive and the tenders consequently so high.

As large a cutter having been recently built by the owners of the former packet as could conveniently be employed as a means of communication to Scilly, and which from its improved construction can beat over when the former vessel could not, a fair claim seems made out, as set forth in the memorial of the agent for the packet for an increased allowance: and when the peculiar position of the Islands, their amount of population, the various Government officers there, the large fleets sometimes driven in there for shelter, and more especially the shipping now belonging to the port (the growth of a few years, and really deserving some encouragement), are taken into account, not only I submit is a fair claim, but a right, made out to have an efficient Mail conveyance, provided by the Post-office, and that not only a disposition should be manifested to establish the same in the most efficient manner that circumstances will admit of, but some attention and pains bestowed on its satisfactory and strict regulation. Instead of this, however, because the Postmaster cannot procure the conveyance of the Mail on his own terms, the Islands are actually left now without any regular mail, and no care is taken to redress the other evils complained of. In a letter addressed by me to the Postmaster-general last January, I set forth all the above points alluded to at considerable length, and I should be glad if that letter could be referred to by the Treasury, in considering the subject. I further ventured to suggest, that in awarding an increased allowance, an endeavour should be made to establish a post, at least during the summer months, twice instead of only once in each week; for which I am sure the increased number of letters would fully pay; and I proposed a plan at the same time for carrying that arrangement into effect.

As the case stands at present, there is no regular Post to Scilly; the packet owners having refused to convey the Mail at the old rate, and the Postmaster-general, though numerous advertisements have been issued, having failed in obtaining any tenders at the rate he has decided not to exceed. At the same time he is attempting to oblige the packet owners to convey the letters under the Ship-letter Regulations Act, and charging an extra penny on all newspapers in consequence.

quence. This Act clearly cannot be applied to a port situated as Scilly is, and I enclose Serjeant Goulburn's opinion to that effect, with the memorials.

It is not for me to account for the indisposition shown by the Post-office to act fairly by us; but though I have requested to know whether the grounds on which our claims rest are called in question, that they might accordingly be substantiated in an unimpeachable form, I have failed in obtaining an admission of their correctness. I cannot help, however, suspecting that our case is left entirely to the mercy of the officers superintending the Post in the west of England, and that their superiors trust entirely to their reports. Considering the peculiar circumstances of Scilly, where the natural drawbacks are sufficient of themselves, I would submit, it might be fairly conceded that the whole proceeds of the Post, both to and from the Islands, might be allowed towards its conveyance, the place not being a thoroughfare, and it cannot be alleged that any additional expense is incurred on the main land on account of letters passing to and from Scilly. Could this be allowed, I am sure an arrangement might be made for the establishment of a Post twice a week during the greater part of the year; and this I think is not asking an unreasonable boon, when a daily, and even double daily post is now being extended to much smaller places, where the correspondence is not only more limited than that to Scilly, but the correspondence of much less comparative importance, connected as the latter is with matters vitally affecting the now large capital there embarked in shipping.

When it is further considered the Islands have a large population afloat in the coasting trade, as well as in different parts of the world, it is a hard case, both on them and their families, that they should not enjoy a frequent and regular means of correspondence: on this head there is another hardship attached to the Post at Scilly, which I have failed in having amended, viz., that post-office money-orders, are not payable there; but recourse must be had to the post-office at Penzance, a sea voyage of 40 miles, and of course through secondary channels for that purpose. This to a sailor and piloting population, who are constantly moving from home, is a very serious injustice, and such as ought to be remedied by the Post-office of their own accord, on the representations of their superintending local officers, without an application to them on the subject.

In making the present representations I only desire common justice and fair play for the inhabitants of these Islands, who look to me naturally to protect and uphold their interests, and which I can safely assert I have never in any instance advocated one tittle beyond what may be justly their due. Having failed, however, to procure it in this instance through my own representations, I must earnestly request your interference to bring the subject to the notice of the Government.

And remain, &c.

To Sir Charles Lemon, Bart. M. P. (signed) *Augustus Smith.*

Serjeants' Inn, 15 February 1842.

THE last Act passed on this subject, and which embodies all the important provisions of the preceding statutes, is the 3d & 4th Vict. c. 96, and the material sections to be referred to on this question are the 36th, the 37th, the 61st and the 71st (the interpretation clause).

By the first of these (the 36th) "The Postmaster-general may allow to masters of vessels on letters, &c. &c. conveyed by them &c. between places within the United Kingdom, a sum not exceeding 2 *s.* 6 *d.* per 100, &c. &c., and to masters of vessels bound from the United Kingdom to the East Indies, a sum not exceeding 1 *d.* for each letter, &c., and to the master of all other vessels a sum not exceeding 2 *d.* for each letter conveyed by them for or on behalf of the Post-office from the United Kingdom, to places beyond the sea;" and a sum not exceeding 2 *d.* for each letter brought into the United Kingdom, &c. And then follows an injunction (but without annexing to its breach any specific penalty), that every master of a vessel outward bound shall receive on board his vessel every Post letter-bag tendered to him for conveyance, &c. &c., and by a subsequent section (the 41st) the Lords of the Treasury are empowered to make "any reduction, increase, or variation they may consider expedient" in these gratuities. By the 37th section the penalty of 200 *l.* imposed by a former Act (7th Will. 4, & 1 Vic. c. 36,) on every master of a vessel outward bound to Ceylon, the Mauritius, the East Indies,

or the Cape of Good Hope, who shall refuse, &c. &c. is extended and applied to the master of "every vessel outward bound, who shall refuse to take a letter-bag delivered or tendered to him for conveyance, &c. &c."

The single question, in the present case, seems to be whether the Lionesse, a vessel trading (in the very words of the first branch above quoted of the 36th section) "between places within the United Kingdom," viz. Penzance and Scilly, is a vessel coming within the term "outward bound," in the latter part of that section, and in the subsequent penal section (the 37th), and whether, therefore, her master be compellable to take on board, and deliver the letters, &c. at the rate pointed out in the above 36th section, and which is clearly all that the Post-office (without the intervention of the Lords of the Treasury) are warranted to pay for the conveyance of letters "between places within the United Kingdom."

To these Acts of Parliament there has of late years been commonly annexed an Interpretation Clause, and there is one to the present (the 71st section), in which the words, "inward bound and outward bound" are interpreted; the first to include vessels bound, "as well to" any part in the United Kingdom, as to any port in Her Majesty's Colonies," and the latter, "outward bound," (the word now in question) is "interpreted to include vessels bound as well from any port in the United Kingdom, as from any port in Her Majesty's Colonies." This interpretation, however, does not seem to me to conclude the present inquiry, where the question is not simply where the vessel is bound from, but whether, when bound from one place in the United Kingdom to another, as, for example, from Southampton to the Isle of Wight, she would be deemed, for the purposes of a penal statute, always construed with strictness, an outward bound vessel." I confess, that after the best consideration I can give the matter, I strongly incline to the opinion that the Lionesse would not be considered, and consequently that her master would not be liable to the penalty, for refusing to take on board the letter-bag from Penzance to Scilly. This, however, being quite *res integra*, and a point on which different minds may fairly arrive at opposite conclusions, I should recommend rather a conciliatory representation to the Post-office, whose solicitor will, I am persuaded, consider the matter when stated to him, with my impressions on it, with his accustomed fairness.

(signed) *Edward Goulburn.*

To the Right honourable the Lords Commissioners of Her Majesty's Treasury

The MEMORIAL of the undersigned Merchants, Bankers, Tradesmen, and others, the Inhabitants of the Town of Penzance, in the County of Cornwall,

Humbly showeth,

THAT for the space of nearly half a century a Mail has been regularly dispatched from Penzance to the Scilly Islands, and from the Scilly Islands to Penzance (wind and weather permitting), once every week.

That such a medium of communication, always important, has become increasingly so, in proportion to the growing population of these places respectively, and the extension of mercantile and other transactions between them, consequent thereon.

That this Mail has been conveyed, for the greater portion of the time above stated, by a sailing packet belonging to the St. Mary's Shipping Company at Scilly, to the entire satisfaction, as we believe, of the Post-office department, and the public generally.

That this regular medium of communication has lately been deranged and discontinued.

That such an interruption and stoppage of the Mail are attended with the most serious inconvenience and considerable risk to the inhabitants of this town, as well as to those residing in the Islands.

That letters of advice from all parts of the kingdom and abroad, parcels and cash remittances of considerable value, as well on account of Her Majesty's establishments as of private individuals, are constantly in the course of transit between this place and the Islands, which render a safe and regular conveyance by Mail of the utmost consequence and importance

That

That there is at present no other regular mode of conveyance between this place and the Scilly Islands but the packet, newly built, belonging to the shipping company of Scilly before mentioned.

Your Memorialists therefore pray that your Lordships will be pleased to take the subject-matter of this their Memorial into your consideration, and to order the adoption of such measures as shall be best calculated to provide a constant, safe, and well-regulated Mail communication between this town and the Scilly Islands.

And your Memorialists will ever pray.

John J. A. Bouse.
B. Cithorlom & Co.
R. Edmonds.
Samuel Higgs.
James Dennis.
Thomas Wm. Coulson.
Charles M. Vibert.
Robert W. Branwell & Sons.
R. T. Pentreath.
Edward Rowe.
James Flamank.
M. Colliver.
Edwin Walter.
John James.
Samuel Higgs, Jun.
Richard Cornish.
T. H. Bodilly.
James Pentreath.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury,

My Lords, General Post-office, 26 April 1842.

I BEG to return the Memorial from the merchants and others of Penzance, on the subject of the Mail communication with the Scilly Islands, which was transmitted for my opinion in Sir George Clerk's letter of the 15th instant, and with reference to the correspondence which has already taken place with your Lordships respecting the conveyance of these Mails, and the attempt made by the St. Mary's Shipping Company to enforce their own exorbitant demands for this service, I beg to lay before you copies of the correspondence between this department and the surveyor of the district since my last letter.

Your Lordships will perceive, that in the letter from hence to Mr. Creswell, of the 23d ultimo, he has been authorized, as a temporary expedient, in the event of no opportunities occurring for the conveyance of letters between Penzance and Scilly, to hire a vessel from time to time specially for that purpose, on condition that the amount paid for it shall not exceed the rate of the allowance formerly paid for the service, viz. one guinea a week.

I beg to add, that I trust, when the proprietors of the new vessel find Her Majesty's Government is firm in resisting their demands, they may offer more reasonable terms; but even if such should not prove to be the case, I am not disposed to recommend your Lordships to depart, at present, from the course sanctioned by Sir George Clerk's letter of the 26th January last.

I have, &c.
(signed) *Lowther.*

CORRESPONDENCE referred to in preceding Letter.

Sir, General Post-office, 27 January 1842.

WITH reference to my letter of the 24th instant, I am directed by the Postmaster-general to transmit, for your information and guidance, copy of a letter received this day from the Treasury, by which it appears that their Lordships consider the best course will be to forward letters between Penzance and Scilly, under the Ship-letter Regulations, on the expiration of the present arrangement with the St. Mary's Shipping Company, until this service can be properly provided for on reasonable terms: you will accordingly give the necessary instructions without delay to the postmasters of Penzance and the sub-deputy at Scilly, desiring them to forward this correspondence as opportunities may occur.

With respect to the steps to be taken for establishing a permanent arrangement for this service, his Lordship desires you will communicate with Mr. Creswell and obtain his instructions as to the best course to be pursued either at Penzance or the adjacent parts for procuring tenders on more reasonable terms.

Mr. Maberly, Clerk to Surveyors, Western District. (signed) *Thomas Lawrence.*

Sir, Jersey, 3 February 1842.

I BEG leave to return the enclosed papers, and to bring fully before you the subject of a permanent arrangement for the conveyance of the Mails between Penzance and Scilly.

When I found I could make no temporary arrangement for keeping up the communication, I thought it desirable to ascertain what might be about the absolute expense of maintaining a suitable vessel in a state of efficiency for the performance of the service in question, and with this object I called on Mr. Phillips, who I stated in my former report was for many years postmaster of Penzance, and is now a highly respectable shipowner and merchant. He has on all occasions shown a very obliging disposition, in connexion with this subject, to give information and assistance, of which Mr. Louis, and I believe Mr. Storr, repeatedly availed themselves.

According to his estimate, the expense of maintaining a cutter of 40 to 50 tons burthen, with three hands, would be 216*l.* a year, viz.:—

	£.	s.	d.
Master's wages, 4*l.* a month	48	–	–
Two men's ditto, 2*l.* 5*s.* a month	54	–	–
Victualling three men, 1*s.* per day each	54	15	–
Insurance, wear and tear, 5*l.* a month	60	–	–
£.	216	15	–

Assuming this to be near the truth, and it was confirmed by Captain Broad, the harbour-master, a man of experience, and well qualified to judge, I do not think any reasonable doubt can be entertained that it would answer the purpose of the Post-office to provide such a vessel, and place it under the management of an agent at Penzance, to be remunerated by a per centage on the freight and passage-money. The number of passengers passing to and from Scilly in the course of the year is considerable, and if a well-appointed and fast-sailing yacht were provided, with a commodious cabin, running twice a week at stated periods, I have no doubt whatever that many visitors to Penzance during the summer months, would be induced to make the trip, by the additional facilities afforded.

It was the opinion both of Mr. Phillips and Captain Broad that such a plan would be the most advantageous to the Post-office, and it would obviously be most conducive to the public convenience, as we should then have the arrangement under the effectual control which has never hitherto been the case, and can never happen as long as other interests of greater value to the contractors come into conflict with their engagements to the Post-office. That the experiment would be likely to answer, may be inferred from the fact, that Captain Broad seemed to entertain no doubt of being able to get parties at Penzance to undertake it, if allowed by the Post-office 100*l.* a year, which of course they would not do unless they could calculate pretty confidently upon some profit from the undertaking; but in such a case there would still exist the same sources of inconvenience arising from a want of efficient control over the private interests of the contractors.

I am decidedly of opinion, after fully considering all the circumstances of the case, that the most advantageous measure, both as regards the Post-office and the public, is for the Post-office to provide its own vessel. If the Postmaster-general should approve of the experiment being tried for a year, I would recommend that 15 per cent. should be allowed upon the freight and passage-money to the agent appointed to manage the vessel, for which I have reason to think there would be no difficulty in obtaining a suitable party. Under this arrangement we should save the 10*l.* a year now paid to the superintendent at Penzance, as of course his duties would fall upon the agent.

With respect to that part of Mr. Smith's letter of 22d December, which is designed to place the wants and claims of the Scilly Islands in their proper light, it does not appear necessary for me to offer any observations. I have no desire to undervalue them, and am quite as desirous as Mr. Smith can be to see the Post communication for their accommodation placed on an efficient footing, and the question is, how this can be most economically effected.

Mr. Smith seems to think that so long as the demands of the St. Mary's Shipping Company

Company fall within the whole revenue of the Scilly Islands, it should be given up without scruple; but here I differ from Mr. Smith. It is the duty of the Post-office first to ascertain whether it be really necessary to sacrifice all the revenue; there are, in my opinion, strong grounds for believing it is not. Mr. Smith said, not many months back, he could provide a first-class pilot boat to convey the Mail upon the terms then paid, although he now supports a demand upon the Post-office for double that sum. I have no doubt whatever that the vessel belonging to the St. Mary's Shipping Company is a profitable speculation, independent of the Post-office allowance, and that their demands are measured, not by what is necessary, or a fair remuneration for the service, but by what they conceive they can exact, relying upon their security against competition. This opinion is much strengthened by the fact, that when the matter was first broached, 150*l.* a year was asked, while the expenses of the company cannot well exceed, and probably fall within the estimate submitted by me for maintaining a vessel for the service, 216*l.*, as the vessel they employ is worked with three hands.

With respect to the suggestions which Mr. Smith offers with a view to ensure an efficient performance of the service, I can only regret that I do not think any effectual control can be established over it, so long as it is in the hands of the late contractors, and have given my reasons for that opinion, and in confirmation of which I may refer to the bundles of papers I herewith return, which form only a small portion of the correspondence which has at different times taken place in connexion with this subject.

If the proposition I have submitted be approved, all Mr. Smith contends for will be effectually accomplished. If, however, that measure be not deemed expedient, and it should be determined to resort again to the services of the St. Mary's Shipping Company, or any other parties, it will then be time to consider how far the means suggested by Mr. Smith can be made effectual for keeping them under proper control.

I enclose an estimate of the revenue derived from Scilly, which in ro numbers may be called 80*l.* a year, or 160*l.* upon letters both ways.

I am, &c.

Lieutenant-colonel Maberly. (signed) *G. H. Creswell.*

Estimated Annual Revenue of *Scilly*, founded upon Returns of the Number of Letters obtained in April 1841, and January 1842.

	Per Annum.
Number of letters both ways, calculated from a month's Return in April 1841	22,839
Number of letters both ways, calculated from a fortnight's Return in January 1842	26,410
	2)49,249
Estimated number of letters both ways	2)24,624
Number of letters one way	12,312
Actual amount of postage derived from 1,013 letters, including stamp-paid, and unpaid	£. 6 13 4
Estimated produce of 12,312 at the above rate, which is the proper revenue of Scilly, being the postage derived from letters one way	£. 81 1 2

Sir, General Post-office, 12 February 1842.

I HAVE laid before the Postmaster-general your report of the 3d instant. His Lordship has duly considered your proposition that the Post-office should, on its own account, provide a vessel for the conveyance of the Mails between Penzance and Scilly. To such a measure, however, his Lordship is of opinion that there are serious objections, and he therefore desires you will continue to seek for tenders upon more reasonable terms than those demanded by the St. Mary's Company, the letters being in the meantime conveyed to and from Scilly, under the Ship-letter Regulations, according to the decision of the Treasury.

G. H. Creswell, Esq. (signed) *W. L. Maberly.*

Sir, Exeter, 10 February 1842.

I BEG leave to forward a letter from the postmistress of Penzance, addressed to Mr. Maberly, on the subject of the communication with Scilly under the Ship-letter Regulations, as directed by the Lords of the Treasury.

I have directed the postmistress to send the Mails on board the vessels, and to use every means in her power to prevent the sailing of the vessel without the Scilly bag, which the postmistress intimated to be the intention of the captain to do.

With respect to the newspapers forwarded by private ship between ports in the United Kingdom, they are liable to a rate of 1 *d.* each; but perhaps under the peculiar circumstances of this case, the Postmaster-general may think it right not to enforce this rate, and I will accordingly forbear to give directions on the point till furnished with his Lordship's commands.

I am by no means clear whether it is compulsory upon captains of coasting vessels to convey letters under the Ship-letter Regulations when tendered to them; if it be, I presume the captain has placed himself in a difficulty by refusing to comply with the prescribed forms and regulations. I should be obliged by instructions for my guidance, in the event of the captain of the vessel refusing to state when he is to sail, and taking measures to leave without giving an opportunity for the Mail being given into his charge.

I am, &c.

Lieut.-colonel Maberly, &c. &c. (signed) *G. H. Creswell.*

Sir, Penzance Post-office, 4 Feb. 1842.

THE captain of the Scilly packet called to-day for the Mail, but refused to put his name to the form No. 6, which I now enclose to you. He also told me he could not carry the Mail on board after to-day; if I chose to send the bag by him I must send it on board the vessel. I beg to know how I must act in case he does not give me any notice of his leaving for Scilly, which it appears he is determined not to do, so as to throw the blame upon the post-office for detaining the letters, and if I am compelled to send the Mail on board the vessel; he also refused to take the amount due to him, at the rate of 2*s.* 6*d.* per hundred for the letters. Will you be so good to say what I must pay for papers. Your answer will much oblige,

Your, &c.

F. W. Maberly, Esq. (signed) *P. O. Kane.*

(No. 6.)

Post-office, Penzance.

RECEIVED the 4th February 1842, of the postmaster of Penzance, a ship Mail addressed to the postmaster of Scilly, and said to contain 274 letters and newspapers, 45 newspapers, which I promise to deliver in its present state (the dangers of the seas excepted) as soon as possible after my arrival at Scilly.

Master of the

Sir, General Post-office, 12 February 1842.

I HAVE referred your report of the 10th instant for the opinion of the solicitor of this department, and he informs me that the Postmaster-general has no power to command the master of a coasting vessel to carry a ship-letter bag, the Act of Parliament merely providing a rate of remuneration for such letters and newspapers as the masters of such vessels may consent to carry. This rate is 2*s.* 6*d.* for each hundred of letters and newspapers.

The postmaster at Penzance and the letter-receiver at Scilly must, of course, use all the means in their power to get the letters conveyed in the best manner possible. With respect to the charge for postage on newspapers, when forwarded between Penzance and Scilly by private ship, the solicitor is of opinion that the Postmaster-general is not empowered to dispense with the rate of 1*d.* each, fixed by the 3 & 4 Vict. c. 96, s. 42.

This must be collected on delivery, as it will not have been paid by the senders on the papers being posted.

I have, &c.

G. H. Creswell, Esq. (signed) *W. L. Maberly.*

Sir, Exeter, 9 March 1842.

I BEG leave to state, in reference to your letter of the 12th ultimo, on the subject of the packet between Penzance and Scilly, that I have, in obedience to the commands of the Postmaster-general, continued to seek for lower tenders for the service than that offered by the St. Mary's Shipping Company, but without success.

I stated at the outset of the proceedings in this matter that I felt convinced no parties would be found to enter into competition with the St. Mary's Shipping Company, that company having, as it were, possession of the ground, and possessing also a complete monopoly of the trade to which any vessel employed for the conveyance of the Mails must look to for its main support.

Under such circumstances it was hardly to be expected that individuals would be found to embark their capital in a speculation with such odds against them; and this I found upon inquiry at Penzance to be the case; but I at the same time submitted that, although the undertaking held out no prospect of ultimate advantage to individuals sufficiently certain to induce them to run the risk of some loss in the first instance, I had little doubt that it would answer the purpose of the Post-office to establish a vessel of its own for the service, under the management of an agent. To this measure, however, the Postmaster-general is of opinion there are serious objections, and I am quite sensible there are; but at the same time, as it has occurred to me that these objections may be in a great measure, if not entirely, obviated by a modification of my former proposition, I beg leave now to submit it, in the event of no better alternative presenting itself, to his Lordship for finally settling this question.

My former proposition was, that the Post-office provide the vessel, and place it under the management of an agent at Penzance, to be remunerated by a per centage on the freight and passage-money procured by him. The great objections to this measure I take to be, that it would place the Post-office in the situation of traders, and in such a position that it might, through the acts of its agent, become involved in disagreeable, and perhaps derogatory matters of dispute with other parties. It would also be perhaps impossible to place the agent under any effectual or satisfactory check as to his accounts, &c.

The plan by which I would propose to get rid of these objections, and at the same time to secure all the advantages I proposed by the measure, is to purchase a suitable vessel, and hand it over to some enterprising steady seaman at a valuation, upon condition that he conveys the Mails regularly between Penzance and Scilly at the time prescribed by, and subject to, the regulations of the Post-office.

The party taking the boat on these terms to be at liberty to make any advantage by her he could, consistently with his engagements with the Post-office. From what I can learn I am induced to think that the class of vessel best adapted for this service would be a yacht of from 40 to 50 tons burden, and that a first-rate sailer of this description may at all times be purchased for about 500*l.* Assuming this

this to be the case, I would propose the vessel should be purchased and insured by the Post-office (the insurance, I believe, would be about seven per cent.), so that the party engaging to work her would not have to lay out a sixpence, but would simply have to earn a living for himself and two men; of course none but a responsible steady man, of good character, would be treated with in such a matter, and one who would give security that the vessel should be delivered up to the Post-office at the expiration of the term of the engagement at the same valuation he received it. Should such a measure be approved, become ultimately expedient, and be found practicable, it will be seen that the expense to the Post-office may be reckoned at 60*l.* a year; viz.

	£.
5 percent. interest on cost of vessel	25
7 - ditto insurance on ditto	35
£.	60

a sum which might, I think, be consistently afforded. Being in the neighbourhood of Falmouth, I thought it desirable to consult Mr. Gay, the agent there, a man of business and experience, as to the possibility of the plan in the event of its being deemed expedient; and also as to suitable parties being found to enter into the sort of engagement described with the Post-office. He entirely concurred in my views, and seems to think there would be no difficulty in carrying out the arrangements. If necessary, the engagement might, in the first instance, be for a year, as an experiment.

When I first entered upon these inquiries, I did so under the full impression that the vessel trading between Penzance and Scilly was, at the best, but an indifferent speculation to the proprietors, and it was purely on the ground of deficient revenue that I felt a difficulty in recommending the increased allowance prayed for. My suspicions that this was not the case were first awakened by the letter from the secretary of the company, regretting his Lordship's delay in coming to a decision, and refusing to accede to a temporary arrangement. I could not reconcile this conduct with anything but a spirit of gain, grasping with undue eagerness at its object. My suspicions raised, I lost no time in making inquiries, with a view to ascertain the probable circumstances of the company in reference to the speculation, and the result left no doubt upon my mind that it was profitable, independent of any allowance from the Post-office. I pursued this matter further when last at Penzance, and the result has only confirmed my previous impressions. The new vessel built by the company is about 70 tons, and cost about 1,200*l.* I inquired of very competent persons what return a vessel of this size and cost ought to make to her owners, in order to yield them a fair and satisfactory profit. The estimate was as follows:—

	£.	*s.*	*d.*
Master's wages, 4*l.* per month	48	–	–
Two men, 2*l.* 5*s.* ditto each	54	–	–
Victualling three men, 1*s.* a day each	54	15	–
Wear and tear of stores	20	–	–
Insurance seven per cent. on cost of vessel, 1,200*l.*	84	–	–
Interest upon cost of vessel, five per cent	60	–	–
Profit 10 per cent. on prime cost	120	–	–
£.	440	15	–

It will be seen by the above statement that the principal items are insurance and interest of capital invested; if instead of a vessel, value 1,200*l.*, we take the vessel heretofore employed by the company, the value of which cannot, I believe, be estimated higher than from 250*l.* to 300*l.*, the return which has hitherto been remunerative to the company would be reduced from 440*l.* to about 250*l.*, while their actual earnings, independent of the Post-office, have, I have every reason to believe, exceeded 500*l.* a year. The grounds for this opinion are the estimate of a very competent person, and one who has the best possible opportunity for forming an opinion as to the value of the weekly freight taken from Penzance. The party in question stated he had no doubt that the freight taken from Penzance

zance frequently ranged from 20*l.* to 30*l.*, and thought it could not at the lowest be estimated at a less average throughout the year than 10*l.* a week. If this estimate be near the truth, the St. Mary's Shipping Company must have been enjoying a most lucrative speculation for many years past, and even under the increased investment of capital must still possess a very profitable concern, quite independent of the Post-office allowance. That this is the case is rendered probable by other circumstances, and perhaps by nothing more conspicuously than by the fact of the parties having built a vessel so much larger than was necessary upon any other supposition than that of the increasing trade and prosperous conditon of their affairs; again, for some years there were two vessels on the station: is it to be supposed that this competition would have lasted for any length of time if the trade was not sufficient to support one? This, too, happened some years ago, and the Scilly Islands seem to be admitted on all hands to have been making advances in trade and population of late years. I am also informed by the postmistress of Penzance, that she has frequently had conversations, with the captain of the packet on the subject of the great want of accommodation for passengers, when he has remarked, "The company might build a better vessel; they can very well afford to do so."

I have entered at great and I fear tedious length into this question of profit and loss, because it appears to me to be the main consideration on which the decision of the Postmaster-general will turn. If the company had really been maintaining with difficulty, and risk of loss to themselves, a regular communication, it might perhaps have been a case (looking at the peculiar situation of these islands) in which the Postmaster-general might have been induced to go beyond what a strict regard to considerations of revenue might warrant, with a view to aid them in the undertaking; but if the case be as I have represented it, and so I firmly believe it to be, I think the attempt on the part of the company to extort an increased allowance from the Post-office, can be regarded as nothing less than a very unwarrantable imposition, utterly subversive of that good faith and fair dealing which ought to be the basis of such negotiations.

Upon the whole, then, I beg to submit as the result of my inquiries, that there are good grounds for believing that the packet between Penzance and Scilly has been a lucrative speculation to the St. Mary's Shipping Company for many years, and is still, under the increased investment of capital, a profitable one independent of any allowance from the Post-office; that the allowance hitherto paid by the Post-office for the conveyance of the Mails is as much as can consistently be granted, having regard to the revenue derived from the Scilly Islands, unless an absolute necessity for an addition should be established; that the circumstances of the St. Mary's Shipping Company do not require that the Post-office allowance should be increased; that if a necessity for increased expenditure, in order to carry on the service, is created by the conduct of the company, it is not right or expedient that the advantage should go into their pockets.

If under all the circumstances of this case the Postmaster-general should think it right to make any further overtures to the St. Mary's Shipping Company, I would venture to recommend it should be to offer to renew the contract with them on the former terms; but if this proceeding should not be approved of by his Lordship, or being adopted, the offer should be declined by the company, there will remain, as it appears to me, only the alternative of leaving the communication between Penzance and Scilly to be maintained under the Ship-letter Regulations, or to adopt some such arrangement as that recommended in the early part of this report, and which, if practicable, would place the service in a very satisfactory and efficient footing at a reasonable expense. With regard to the ship-letter plan, I am quite satisfied the Scilly Islands cannot dispense with a regular communication with Penzance, from which they draw all their supplies; but then it is not compulsory on the captain of the vessel so employed to take Ship-letter Mails. It is true the inhabitants of Scilly would have nobody to blame but themselves for any inconvenience they might sustain from such refusal, in the event of such refusal a being resorted to, for the purpose of forcing the Postmaster-general into some other arrangement, which I fully expect, as also that the company will stop their vessel for a time in furtherance of the same object; the worst that can happen will be that the letters will collect in the offices at Penzance and Scilly until the ship-letter gratuities upon them amount to a sufficient sum to remunerate a boat for going expressly with the Mail, which would, I think, be the case about once a month, or perhaps oftener. I hope, however, the communication

may not be left permanently upon this footing; but if further negotiations with the company are declined, or fail, an attempt may be made, as I have already suggested, to establish a regular communication, independent of all other influence and control than that of the Post-office.

I am, &c.

Lieutenant-colonel Maberly. (signed) *G. H. Creswell.*

Sir, General Post-office, 23 March 1842.

The Postmaster-general has had under consideration your further report of the 9th instant, relative to the conveyance of the Penzance and Scilly Mails, and his Lordship directs me to state that he is still of opinion that great objections exist to the purchase of any vessel by the Post-office, unless no other alternative should offer; he therefore desires that you will once more communicate with the St. Mary's Shipping Company, offering the terms paid under the old agreement, viz., 54*l.* 12*s.* per annum, and intimate at the same time that if this proposal is not accepted, as his Lordship does not feel warranted in appropriating such an amount of the public revenue for this service as they demand, the letters must be left to be forwarded under the Ship-letter Regulations, as already directed by the Lords of the Treasury, until the Postmaster-general can meet with parties willing to perform the service upon reasonable conditions.

In the meantime his Lordship agrees with you that the best mode of providing for the service will be by forwarding the letters lying at Penzance by a pilot-boat or other vessel, as opportunities may offer, the same course to be adopted at Scilly; but should such opportunities not occur from time to time, his Lordship has been pleased to direct that a pilot-boat may be hired now and then, but at such intervals only and on such terms as shall limit the expense of the conveyance annually to the sum now paid for the service.

I am, &c.

G. H. Creswell, Esq. (signed) *W. L. Maberly.*

Gentlemen, Treasury Chambers, 12 May 1842.

Having laid before the Lords Commissioners of Her Majesty's Treasury your memorial requesting the adoption of a regular Mail communication between the town of Penzance and the Scilly Islands, I am commanded to acquaint you, that as my Lords are of opinion that the terms demanded by the St. Mary's Shipping Company for the conveyance of the Mails between Penzance and Scilly are considerably too high, they are not prepared at present to interfere with the arrangement which has been provisionally adopted by the Postmaster-general.

I am, &c.

Mr. T. Dennis and Others, (signed) *G. Clerk.*
Inhabitants of Penzance, Cornwall.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

The Memorial of *Francis Banfield*, Managing Owner of the "Lionesse," of Scilly, late a Mail Packet.

Humbly showeth,

That during the last 40 years a packet has been employed by the General Post-office to convey the Mails once a week between Scilly and Penzance, for which service, at first, 100*l.* per annum was paid, but in consequence of opposition it was reduced to 52 guineas.

That several complaints were made by different parties to the General Post-office in consequence of irregularity in the conveyance of the above-named Mails, the Lord Wellington packet-boat being too small (only 35 tons register), if the weather was at all tempestuous, to insure a regular delivery of the same.

That

That in the year 1838 the Lords of the Admiralty advertised for tenders for a large cutter to perform the service, upon which one of the owners of the Lord Wellington proceeded to London, and had an interview with Sir Edward Parry, who offered 100*l.* per annum for a suitable vessel of from 70 to 80 tons register, which sum at that time was considered inadequate for a packet of such a size.

That in 1841 the owners of the Lord Wellington, on the faith of Sir Edward Parry's offer, built the fine fast cutter, Lionesse, of 71 tons register, at a cost of 1,300*l.*, which vessel beats the passage in 12 hours, which usually occupied the Lord Wellington 18. Notwithstanding this expensive improvement, the Post-master-general has refused to allow the owners of the Lionesse the small sum of 100*l.* per annum, as offered by Sir Edward Parry.

That it is with regret the owners of the Lionesse have to state the trade between Scilly and Penzance is inadequate to her support, and without the grant of the sum offered by the Admiralty in 1838, the capital invested must be in a great measure sacrificed, as the new packet is not adapted for any other trade.

Your Memorialist therefore humbly begs that your Lordships will be pleased to direct that 100*l.* per annum be allowed for the weekly conveyance of the Mails by the Lionesse.

And your Memorialist will ever pray.

Scilly, 18 March 1842. (signed) *Francis Banfield.*

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 9 May 1842.

I BEG to return the Memorial from Francis Banfield, managing owner of the Lionesse cutter, plying between Scilly and Penzance, which was transmitted to me in Sir George Clerk's letter of the 21st ultimo; and I have only to observe, that I see no reason to alter the opinion I have already expressed on the subject of the conveyance of the Scilly Mails, or to depart from the course approved of by your Lordships, viz. that until the service can be provided for upon fair and moderate terms, bearing a reasonable proportion to the value of the correspondence, the letters shall continue to be conveyed under the Ship-letter Regulations.

With respect to the application from Mr. Smith, which accompanied this Memorial, for money-orders being granted and paid at Scilly, I beg to state that I cannot recommend such a measure; the distance of the station and the limited communication by means of the post (which was never more than once a week) present the most serious objections to this accommodation, as it would place large sums of public money in the hands of a remote and inferior officer, upon whom the necessary check and control, for the reasons stated, would be attended with much difficulty.

In corroboration of this, I may advert to the proceedings of the late postmaster of Jersey, to which place there is a communication but twice a week, whose case is now before your Lordships.

From the papers lately submitted to you, you will have learnt that Mr. Le Geyt, the postmaster referred to, a man previously of high character and much esteemed in the island, had been tempted by similar opportunity to avail himself of the money-order system, at the public expense.

I have, &c.

(signed) *Lowther.*

Sir, Treasury Chambers, 30 May 1842.

IN answer to your letter dated 18th March last, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that they cannot sanction the grant of so large a sum as 100*l.* per annum, for the conveyance of the Mails between Penzance and Scilly, as requested in your said letter.

I am, &c.

(signed) *G. Clerk.*

Mr. T. Banfield,
Owner of Lionesse, Scilly.

Sir, Burlington Hotel, Cork-street, 4 June 1842.

HAVING had an interview with Lord Lowther on the subject of the Mail to Scilly, since I had the honour to see you at the Treasury, I beg to enclose the copy of a letter which I have addressed in consequence to his Lordship.

Having but very slight grounds to suppose that my representations are likely to have any effect on the decision to which the Post-office authorities have come, I hope the Treasury will do the inhabitants of Scilly the justice to examine for themselves into the merits of the case, as set forth in their Memorial, presented to you by Sir Charles Lemon, and respecting which you were obliging enough to say you would speak to the Chancellor of the Exchequer.

I do not wish to press for any special favour for Scilly; indeed, I have no right to look for such individually at the hands of the present Government, but feel every confidence that their fair and just claims to be included within the regular General Post-office delivery will be fully considered and fairly decided by the Treasury.

To Sir George Clerk, &c. &c. I remain, &c. (signed) *Augustus Smith.*

My Lord, Burlington Hotel, Cork-street, 4 June 1842.

HAVING brought personally to your notice the serious inconveniences experienced in a regular Mail being discontinued to Scilly, I am induced to repeat in writing, in consequenee of your Lordship's concluding observation, the main points which I then ventured to urge on your attention.

Without entering on the minor grounds on which a regular Mail might fairly be claimed for the Islands, and which has been conceded for the last 50 years, I will restrict my case to one simple proposition, viz.:

Whether a port in the United Kingdom liable to all the duties, customs, and taxes, as paid in England, with fifty sail of merchant vessels belonging to it, engaged in both the foreign and coasting trade, has or has not a right to the accommodation of a regular conveyance of its letters, at least once a week, at the hands of Government?

I will not stop to inquire whether this cluster of islands, the frequent rendezvous of shipping, placed where they are at the entrance of the home seas, or whether so rising a nursery for seamen (the vessels belonging to the port having more than doubled within the last 10 years), are worthy any special consideration or not, by any depart ment of our Government, but I rest the claim wholly on the case above stated; and I must confess I have heard nothing from your Lordship, or Colonel Maberly, or your officers, by whose reports you have been guided, which can justify the depriving a whole community, having such a property at stake, of a regular letter conveyance, because certain parties refuse to carry the same on the terms prescribed by your Lordship.

I most earnestly hope and respectfully request, that you will re-consider the great injustice of such a proceeding, and that you will not rest satisfied with the mere report of your local surveyor; or if his recommendation is to be followed in one part, as to refusing the terms proffered for the transport of the bags, I trust you will follow it out in another, and establish a packet wholly under the control of the Post-office for this service, since he so confidently recommends it as a remunerating undertaking.

I must further request your Lordship to re-consider the application to make Scilly a money-order post-office. When I find so many outbeing and insignificant places and small ports, many with fewer vessels than Scilly, and some without even a single vessel belonging to them, enjoying this privilege, I confess I am unable to understand the grounds on which this accommodation is refused. Among many other such places, I may mention Lerwick in Shetland; Kirkwall in Orkney; Stornoway in Lewis; Stranraer, Wick, Thurso, Goldsbie, in North Scotland; Balmullet, Westport, Dingle, Bantry, and Cahirciveen, in Ireland; together with innumerable places in England, which have not near so strong a claim to such a privilege as Scilly, whose inhabitants, either as seamen or pilots, are so frequently wandering to other places, and are anxious to transmit their earnings in safety to their friends.

I have, &c.

To the Lord Lowther, &c. &c. &c. (signed) *Augustus Smith.*

Sir, Burlington Hotel, Cork-street, 9 June 1842.

I took the liberty of enclosing you a few days back the copy of a letter I had addressed to the Postmaster-general, feeling at the time but slight hopes that any change in his decision was likely to result from it, and that our only chance of redress was to be looked for at the hands of the Treasury. I now enclose the answer received from his Lordship, by which I find he adopts Colonel Maberly's previously announced determination not to give us a regular Mail, and justifies it on the same grounds.

The refusal to allow an increased sum in support of the Post communication with Scilly is justified mainly on the ground that it would not be warranted by the postage returns. Now this, I submit, is not a valid argument; first, because there are very many places in the kingdom which enjoy a Post, though the postage returns do not pay the cost; and secondly, because, if such reasoning is good for anything, those places at which the postage exceeds the expences would have a fair claim to have the surplus expended for their benefit. In such a matter, I would submit, the Government having undertaken and secured to themselves the monopoly of conveying from point to point the correspondence of the community, all places have an equal right, without reference to the cost in their particular case, to participate in the accommodation, provided they can show some fair and reasonable grounds to be included. To define what these grounds should be, as a universal rule, I am aware is subject to much difficulty; but I contend, setting aside any other reasons, that Scilly, in its shipping, has a qualification for this privilege which ought unhesitatingly to be admitted.

But again, if deficiency on the postage is to be the forfeiture of a Post, surely this rule ought to be universally and not partially applied; and then, according to the returns, Ireland ought to be excluded, if not Scotland.

However, let it be supposed that Lord Lowther's principle is correct, and after all, does this deficiency exist in our case as he supposes and asserts, at any rate to that extent as ought to ostracize us of the Post?

It has been stated in former communications on the subject, and the correctness of the statement has never yet been called in question, that the letters by each Mail passing to and from Scilly are between 500 and 600 weekly; this would give about 120*l.* a year, and the correspondence shows a tendency to increase. Now the passing these letters through the kingdom cannot be said to put the Post-office to any additional expense; and if any deduction was to be made on that account from the above sum, it is clear it ought to be calculated on the proportion which the letters to and from Scilly bear to the whole number passing through the Post-office, which would give a mere trifle. It is also plain, that if Scilly did not exist, the Post-office would not be saved one farthing in costs for management elsewhere, while its receipts would be less by the above sum; on these grounds, the whole amount, when it is a question of post or no post, might fairly be granted to maintain a post communication from the main land, a distance of 40 miles over a rough and tempestuous sea, with a port having the pretensions as to shipping as before represented, and the rendezvous of large fleets during easterly winds; an argument considered by Colonel Maberly as of no weight.

The shipping interest at Scilly has indeed disadvantage enough to contend against without having added that of an uncertain, irregular, and ill-regulated Post. It is drawback enough that it has not, like other ports, a daily means of corresponding with those places where the owners must look for to obtain freights and charters, effect their insurances, &c., and to grudge making this as sure and constant as the winds and weather will permit, at least once a week, is an injustice and hardship which I can only account for in an unwillingness to depart from a determination which had been come to on the subject, in ignorance of the real circumstances and claims of the place. Most serious inconveniences have already been experienced by parties engaged in shipping by the present system of occasional and accidental Mails, bills having been returned protested, and freight lost through want of regular advices. I am, therefore, most anxious to ascertain, as early as possible, whether any redress is likely to be obtained at the hands of Government, that, otherwise, we may make such arrangements among ourselves, as we best can, for the conveyance of our letters independent of the Post-office, charging ourselves at such a rate as may secure an adequate return to the carriers. It is remarkable, that for very many years 100*l.* a year should have been allowed for this service when not two vessels belonged to the port, and that for a packet

of little more than 30 tons, and yet that sum is now refused when the circumstances of the port are so different as regards shipping, and when a vessel of 70 tons can be procured for that service. The refusal is still more remarkable, since the above sum was actually proposed by the Post-office, in 1837, to be allowed, if such a vessel could be obtained, as may be seen by the correspondence on the subject at the Admiralty, and which I have lately been allowed to look over by the favour of Lord Haddington.

Lord Lowther's instance of the Scottish Islands will, I believe, on examination, be found no parallel case. A very considerable expense is incurred for the Mail to Shetland, and I believe to Orkney and to Stornoway in Lewis; and the islands whose inhabitants contribute towards the Post communication will, I believe, be found to be certain islands which have neither shipping or other pretensions to place them on a par with Scilly; and even in these cases it is a question whether the Post-office does not contribute the whole, and even more than the postage, towards the expenses. Some returns from the Post-office will easily clear up these points.

You will observe, in conclusion, Lord Lowther still refuses us the boon of a money-order post-office, but I am not acquainted with the rules alluded to by his Lordship, by which that privilege is limited; still more am I at a loss to divine their nature, when in the list of post towns I find a star affixed to so many trifling places, situated at the very extremities of the kingdom, and where, as compared with Scilly, the privilege can in no sense be as valuable, or as much required by the circumstances of the inhabitants.

I have, &c.

To Sir George Clerk, &c. &c. (signed) *Augustus Smith.*
Treasury.

Sir, London, 7 June 1842.

I HAVE received your letter on the subject of the Post communication with the Scilly Islands. You dwell upon the importance and usefulness of this cluster of islands, which it was by no means my intention to dispute. The simple question is, whether we should go to an expense in the conveyance of the Mail, which the amount derived from the postage of letters will by no means warrant. Even though postage were given up as a source of taxation and revenue, still I apprehend that to go to a positive outlay, and to incur a loss, cannot in any case be deemed a duty of the Post-office. There are islands off the coast of Scotland where the inhabitants contribute to the expense of the mail boat, because the postage of the letters will not defray it. This I consider to be the reasonable principle in such cases.

I think that more than 50*l.* a year for the boat to Scilly would not be warranted by the amount received for postage.

As to the establishment of a money-order office, we are obliged by various circumstances to make a limitation of that privilege, and I regret that by such limitation Scilly must be excluded.

I remain, &c.
(signed) *Lowther.*

Ashlym Hall, Great Berkhamstead,
Sir, 5 November 1842.

I REGRET to be obliged again to trouble you respecting the Mail to Scilly.

Since I had the honour of addressing you on the 7th or 8th of last June, I addressed a Memorial, as holding these islands under the Duchy of Cornwall, to the Lord Warden, H.R.H. Prince Albert, praying His Royal Highness's support to my application. This memorial was forwarded accordingly to Lord Lowther by the Prince's command.

A copy of Lord Lowther's letter (A), in answer, is enclosed; also a copy of a second letter (B) on the same subject.

These having been forwarded to me by Mr. Anson, I addressed a letter (C) to Lord Lowther on the 31st August.

Not receiving any answer to this letter, I called at the Post-office about the first week in October, when the Postmaster-general not being there, I saw his private secretary;

secretary; that gentleman gave me to understand that he believed the proposition made at the close of my letter (C) would be accepted, but that certain papers and returns had been ordered on the subject, which would all be laid before me, that I might be satisfied on the case in all its bearings.

Still receiving no communication from the Post-office, I again called there in about a fortnight after my former visit, when I had an interview with Lord Lowther and Colonel Maberly together: I now learnt that my proposition could not be accepted, as contrary to their usual practice; and I found that my calculations, as to the postage and number of letters, were denied in general terms, but no proofs offered of their being erroneous.

I in consequence addressed the note (D) to Lord Lowther, to which the answer (E) was given; (F) is a copy of my letter in reply, and there the matter rests.

I particularly request attention to the passages in *Italics* in Lord Lowther's letters, to which a full answer is given in my letter (C), supported as it is by the Parliamentary Returns No. 558 and 409, which I left with you on Thursday last.

After the strange misstatements furnished to Lord Lowther by his officers, I can have no confidence in any returns made by them, unsupported by the most satisfactory proofs. The quoting the instance of the Scottish Islands is most unfair and deceptive in the extreme.

My conviction as to the number of letters passing through the office at Scilly is sufficiently proved on my part by the offer by which the deficiency, if any, in my reckoning of the postage would have to have been made up at my charge. This calculation is, of course, chiefly grounded on very close inquiries of the postmaster at Scilly, corroborated as it is by other considerations. Thus upwards of 50 sail of vessels, of which seldom more than two or three are in port at a time, and trading in different parts of the world, must alone occasion many letters every week between the owners at Scilly and the merchants employing the same, who chiefly reside elsewhere. The crews of these vessels being almost entirely Scillonians, many more letters must be passing between them and their friends and families; and all the natives can write. The Government and Trinity establishments also occasion a large and constant routine correspondence. Again, most respectable families depend on Penzance for their stores and supplies: this must alone occasion many letters every post. I also know what is the average amount of my own correspondence, and have equally ascertained that of many of the chief inhabitants on the islands; all these lead me to believe that I am not far short in stating the average number of letters inwards and outwards weekly to be about 500, reckoning the correspondence at single rates; in other words, at 500 pence weekly. I know further, that between the months of last March and July the postmaster sold 30*l.* worth of stamps, and this though the principal merchants get their stamps from the stationers at Penzance: this is also my own case. Further, when large fleets are driven in by easterly winds, any deficiency in the above average would be more than made up, especially as very many have to take up money through agents. This last circumstance is a strong reason for making Scilly a money-order office, a point which I must beg most earnestly to press on the attention of the Treasury, and which Lord Lowther persists most strangely and unreasonably in refusing. By the Parliamentary Return, No. 558, the reason for this refusal would seem to be that Scilly is a mere sub-office to Penzance. Then, why not make it a post-office of itself, when so many much less important places are so designated? I am inclined to believe, however, that these terms "post-office" and "sub post-office" are a mere distinction without a difference, and certainly offer no valid ground for not making money-orders payable at the latter. It is singular that in the Post-office Directory, Scilly is described as a post town; that the postmaster is appointed direct by the Postmaster-general, and that all letters posted there are stamped "Scilly." This answer to the Return ordered looks, therefore, very much like as if specially given to meet the case, and is of a piece with the whole conduct of the Post-office in this matter.

I doubt very much whether it is in the power of the Post-office to give any accurate return of letters passing to and from Scilly by an account extant. Lord Lowther alluded to some accounts kept last September; but any such, during the present year, would be no criterion, when most of the letters are transmitted through private hands.

There seems to be a fallacy in the rule, that no place is to have a Mail unless the letters will pay the expense, which deserves consideration. The parties at Scilly, for instance, are not the only persons concerned in the letters transmitted,

but those also to and from whom those letters pass. It is, therefore, a hardship on the merchant of London, Liverpool, or Bristol, where the postage yields so large a surplus revenue, that he cannot have his letters delivered at or received from Scilly.

Lord Lowther may object to my proposition to have two-thirds of the postage of all letters outwards and inwards allowed, on the ground that we ought only to be allowed half, viz. the postage one way. But in this case the letters ought to be delivered at Scilly, or taken from thence out of the other half. But the fact is, all such rules are fallacious, as the Post-office receipts and expenses ought only to be reckoned on the aggregate, and the letters conveyed to every point in the kingdom, showing any fair claim for the accommodation. By the Parliamentary Return, moved for by yourself, No. 288, it appears the cost of management throughout the kingdom rather exceeds two-thirds of the net revenue; that proportion of the postage ought not, therefore, to be refused for extending the Post to Scilly, or it cannot be said that the letters to and from Scilly put the Post-office to any additional expense on the main land unless it be the expense of the ink for obliterating the stamps. [. . . . illegible . . . .] 100 *l.* a year now on account of the penny rate ought not to be admitted as a valid reason, since, under the former rate (13 *d.* from London) the Post-office must for many years have been greatly the gainers. It may be doubted further whether Lord Lowther's requisition of 25 *l.* a year in aid of the post is strictly legal, since it is tantamount to a higher rate of postage than 1 *d.*, which appears contrary to the opening clause of the last Post-office Act.

I am sorry to trouble you with so long a correspondence, but I could not otherwise meet and expose the unfair conduct and unjustness of the Post-office, and I feel that I have so good and reasonable a case, that sooner or later the injustice complained of will be acknowledged and redressed.

I am, &c.

Sir George Clerk, Bart. (signed) *Augustus Smith.*
&c. &c.

(A.)—Copy of Letter from Lord *Lowther* to Mr. *Anson.*

Carlton Terrace, 18 June 1842.

Lord Lowther presents his compliments to Mr. Anson, and begs to acknowledge the receipt of his note, and a memorial from the lessee of the Scilly Islands on the subject of the conveyance of the post letters to those islands, which His Royal Highness Prince Albert had commanded to be forwarded to the Postmaster-general.

Lord Lowther requests that Mr. Anson will inform His Royal Highness of his readiness to give immediate consideration to any matter which His Royal Highness may be pleased to refer to him. The subject of the memorial of Mr. Augustus Smith has been frequently before the Post-office authorities, and it has been with no inconsiderable regret that it has been found impossible, without the *sacrifice of an important principle,* to give him a favourable answer. Since the very material reduction of the Post-office revenue, which has followed the adoption of the general penny-postage rate, the Post-office has been compelled to adhere more strictly to the rule of not going to expenses beyond what the postage likely to be received will reimburse. A regular packet to Scilly cannot be maintained except at a charge which will exceed the amount likely to be derived from the postage of the letters *conveyed to and from those islands.* This was communicated to Mr. Smith in a letter written to him by the Postmaster-general on the 7th of June; and it was then suggested to him that a contribution from the islanders in aid of the 50 *l.* a year, which the Post-office was willing to allow for a regular mail-boat, was the most probable and reasonable mode for the accomplishment of his wishes: this *is actually the practice with respect to some islands off the coast of Scotland.*

Lord Lowther begs that Mr. Anson will be good enough to state the circumstances to Prince Albert, and to assure His Royal Highness that every attention will be paid to any suggestions which His Royal Highness may offer upon the subject of those islands, in which, as a part of the Duchy of Cornwall, His Royal Highness takes an interest.

(B.)—Copy of Letter from Lord *Lowther* to Mr. *Anson*.

London, 7 July 1842.

Lord Lowther presents his compliments to Mr. Anson, and begs to acknowledge the receipt of his note of the 4th July, written by command of Prince Albert, on the subject of the Post communication with the Scilly Islands.

Lord Lowther begs that Mr. Anson will have the goodness again to convey to His Royal Highness the great desire of the Post-office authorities to give the most favourable consideration to any suggestion of His Royal Highness, and also to state to him that Mr. Augustus Smith makes a quite different calculation of the revenue derived from the postage of the Scilly Islands from that which is made by the Post-office. Mr. Smith takes into account not only the postage collected in the islands, but also that received in all parts of the empire upon letters sent from those islands. Now the Post-office estimates the postage revenue of any place *by the postage of letters which is there collected, whether it be on letters going from or arriving at that place. The revenue collected in Scilly is not* 50 *l. a year*, while it is considered by Mr. Smith as 130 *l.*

In order to bring this matter, in which His Royal Highness takes an interest, to a final decision, the Post-office has resolved that if the sum of 25 *l.* a year be paid by Mr. Smith in aid of the Post communication, there will be a regular weekly communication established. Lord Lowther considers this as fair a conclusion as can be come to, having regard at once to the desirableness of such a communication being established, and the duty of the Post-office authorities to *guard against loss.*

(C.)

Ashlym Hall, Great Berkhamstead,
My Lord, 31 August 1842.

A letter, dated the 7th of July, addressed by your Lordship to Mr. Anson, respecting the Post communication to Scilly, was forwarded to me by that gentleman, to which I should have returned an immediate answer, but having at that period proceeded on a visit to Scilly, some time elapsed, owing to there being no regular mail, before that letter was received; and in the next place, your Lordship's statements were so much at variance with those on which I had all along rested my case, that I felt it did not become me to call their correctness in question, coming as they did from such a quarter, till I had fully ascertained how the facts stood. Certain Returns having been moreover moved for by Sir Charles Lemon, likely to show the reasonableness or unreasonableness of our claims, I was further unwilling to reply till those were received, and of the production of which I was then in daily expectation. The Returns, however, were not laid on the table till the last day of the Session, and were only yesterday received by me in print. This, I hope, will fully explain my having so long delayed an answer to your Lordship's obliging communication.

The mode adopted by your Lordship in calculating the Post-office revenue of Scilly, fully explains the unfavourable view that has hitherto been taken of our claims, and no wonder so great a discrepancy should arise in our respective estimates.

It appears your Lordship estimates "the postage revenue of any place by the postage of letters *which is there collected*, whether it be on letters going from or arriving at that place." Your Lordship proceeds to state accordingly, that "the revenue collected in Scilly is not 50 *l.* a year, while it is considered by Mr. Smith as 130 *l.*"

It was some time before I could possibly bring myself to understand the process by which your Lordship reduced our postage to so low a figure, as it never occurred to me in such a calculation, that all letters arriving at or despatched from Scilly, *with stamps affixed*, were to reckon as *nil* in the account. The unfairness of such a mode of calculating the postage of any given place is too obvious to require comment; for if it so happened that *every letter* arriving or despatched at any given Post-office, London for instance, had a stamp affixed, such place would be reckoned as yielding no postage revenue at all, which carries absurdity on the face of it. It is equally obvious that under the present system of a uniform rate and stamps, the only fair criterion is the *number of letters passing through any given*

office, and not the amount of postage there *collected in money*, otherwise by the same rule no account ought to be taken of the postage stamps in the general revenue of the Post-office.

But even the estimate made, according to your Lordship's rule, when stated as *under* 50*l.*, will, I believe, be found incorrect. The *money-postage* actually collected for the six months understated, of the last year 1841, is as follows:—

	£.	s.	d.
January - - - - -	4	19	8
February - - - - -	8	10	–
March is omitted in the account received.			
April - - - - - -	3	14	8
May - - - - - -	6	–	6
June - - - - - -	5	10	10
July - - - - - -	6	9	–
£.	35	4	8

This would give an annual revenue of *above* 70*l.* instead of *under* 50*l.*, if such a mode of calculating the postage is worth anything, which, however, I contend it is not. I may here also remark that the postage of all letters of the Customs, whether received or sent, is always paid in London, which would make a difference to the office at Scilly of nearly 12 letters weekly, the average postage from their bulk being about 3*d.* each. I may also add that my own letters are also not included, having a private bag made up at Penzance for the convenience of delivery by the packet as she enters the port.

Since, however, your Lordship even reckons the postage revenue at Scilly at 50*l.*, allowing nothing for letters with stamps, I hope you will now do me the justice to admit that I did not exaggerate, when I reckoned the whole postage of the letters, *to and from*, as I expressly stated, to be not less than 130*l.*, which sum I thought, under the circumstances of the place, might be fairly conceded to maintain an efficient Mail communication, if it could not be provided for less. That the number of letters passing *to and from* Scilly per week averages about 500, your Lordship does not, I believe, question; and as I understand more than one-third of these are above single rates of postage, had I stated the total postage of Scilly at 150*l.* instead of 130*l.*, I believe I should have been nearer the truth. By your Lordship's first letter to Mr. Anson I was led to believe there was a disposition to allow the whole postage *to and from*, since you observed that a regular packet could not be supported, except at a charge which will exceed the amount likely to be derived from the letters *to and from* those islands; "and again, that the Post-office was compelled 'to adhere strictly to the rule of not going to expenses *beyond what the postage likely to be received* would reimburse.'"

Having thus, I hope, established the correctness of the calculations on which I rested our claims, I come now to the proposition made to me to contribute the sum of 25*l.* as the condition of having a regular Mail established; and the instance of some of the Scottish Islands was quoted by your Lordship as a parallel case for such contribution. The Return, however, now before me does not certainly warrant any such claim, as I find there are actually but *two instances* of such contributions being given; and even here the sums contributed are *not specific*, but only presumed to be so contributed. Indeed, I am inclined to believe, looking to the position and circumstances of the places, that these two instances are no parallel at all, and that it will be found that the contributions in question are for the support of the passage boats themselves, and include for the contributors not only the transport of their letters, but of their goods, provisions, cattle, passengers, or any other freight required. The average number of letters per mail in the one case is but 20, and in the other but 150. In this second case, I may observe, the Post-office contributes annually as much as 42*l.* (more than *double* the whole postage of the letters *to and from*), though the passage is only across an inland sea channel, the Little Minch, totally different to that across the exposed ocean between Penzance and Scilly; neither is there any similarity between these two places as to shipping or other circumstances.

On looking further through the Return, I find the expense of the Mail conveyance

ance to Shetland cannot be *ascertained*; but though the postage revenue to and from cannot exceed 500*l.* a year, it seems a steamer in summer and a sailing vessel in winter is supported to carry the Mail.

To Orkney 8*s.* is allowed for each trip across a channel not 10 miles wide, while not more than 10*s.* is allowed to Scilly for a voyage of 40 miles over a very different sea.

For the Mail to Stornoway is allowed 250*l.* a year, though the Mail to and from averages but 100 letters, and the whole revenue cannot be 60*l.* a year. I do not know whence the packet sails for Stornoway, but if from the nearest port on the main land, the distance must be the same as to Scilly; yet for the Mail carrying in the one instance but 50 letters, 25*s.* is allowed; while for the Mail carrying 250, the Post-office refuse to give more than 10*s.*

It is difficult to draw any comparison with the other instances given in the Return, the water carriage being across mere ferries or channels, for which, however, it would appear that in all cases larger sums are allowed than in the case of Scilly, and where in each case considerable a *additional* expense must be incurred for *land* carriage, so that in no one instance can the cost of the Mail be covered by the postage collected. All these places, except Shetland, have a Mail, not once, but three, four, and six times per week, and several of them money-order offices, notwithstanding the lightness of their bags; and that among them all only Shetland, Orkney, and Stornoway, can boast of any shipping belonging to their ports.

On the head of shipping, which I have so frequently urged on your Lordship's notice, and must still again and again urge, till it is admitted, as our main claim to have a *regular* and a *well regulated Mail*, the comparison between these places and Scilly is much in favour of the latter port. On reference to a Return to the House of Commons during the last Session (No. 409), your Lordship will find these several ports entered as follows:—

		VESSELS UNDER FIFTY TONS.	VESSELS ABOVE FIFTY TONS.	TOTAL TONNAGE.
Shetland	Lerwick	69	11	2,567
Orkney	Kirkwall	37	32	4,268
	Stornoway	40	12	2,789
	Scilly	20	37	4,219

Under these circumstances, I do not feel that your Lordship can fairly call on myself or the inhabitants of Scilly to contribute towards the expense of our Mail conveyance; in other words, to pay a higher rate of postage than is paid anywhere in the kingdom, the revenue exceeding the sum for which an efficient conveyance can be obtained, and considering that we have as good, and even a stronger claim than many places which enjoy it, to have our correspondence delivered to us the same as with Her Majesty's subjects in other parts of the British Islands.

With respect to the present packet, for which an increased allowance was applied for, I have already stated that, considering the great expense incurred by the owners in its establishment (about 1,300*l.*), that it was double the size of the former vessel; that it could beat across in one-third less time, and could often venture to sea when the former could not, there was a fair claim for a liberal increase of allowance, particularly if more stringent regulations as to its sailing, &c. were at the same time required. I may add, that I have no personal interest or connexion whatever with the parties to whom the packet belongs; but for the encouragement of an efficient packet I beg to state that I have already consented to contribute about 30*l.* a year, and therefore feel still less called on to entertain your Lordship's proposition. I fear, however, the returns of the new vessel will not be sufficient to maintain it, as I have ascertained during my recent visit; and that unless about 100*l.* can be obtained for the conveyance of the Mail, the owners will be obliged to return to the old vessel as a packet.

On the subject of a money-order post-office, it would appear that privilege, by the Returns above mentioned, is confined to post towns, and is not extended to *sub offices*. I infer from this that Scilly is a *sub office* to Penzance. I trust, however, if this is the only bar to our having the privilege, and as many very

inferior places (of which I have already supplied you with a long list) are made such, that Scilly will be included in the number of post towns.

Your Lordship having, however, made me a specific proposition on the subject of the Mail, which, for the reasons above given, I consider such as cannot fairly be required, I shall venture to meet your Lordship's courtesy by a counter proposition.

The claim of loss of revenue, and a misconception as to our post-office returns, appear to be the great bar to a fair allowance for the carrying of our Mail. I will venture to secure the carriage of the Mail for two-thirds of the postage of all letters passing *to and from* the Islands, calculating the postage on my rule, of letters, and not on money collected, and for the 1*d.* now charged on each newspaper. There will be no difficulty in keeping this account, as it will only require the Post-office keeper at Penzance and Scilly to count the letters each time as a check on each other, distinguishing the different rates of postage. On these sums being paid to me I will guarantee to the packet owners 100*l.* a year; but I should wish to have the power at the same time of making a strict contract with them respecting their hours of sailing, &c. The postmistress at Penzance will gladly keep the above account, as she complains that it now nearly takes up one person's time to answer the calls at her window on post days for letters directed to Scilly, since a regular Mail has been suspended. As when I applied to Colonel Maberly on the subject of a money-order post-office he seemed unwilling to concede it, because a post-master had played the rogue at Jersey (a good reason for abandoning money-orders offices altogether, but not for refusing one to Scilly), I would propose further becoming security for our postmaster there, to guard against such a contingency.

I have, &c.
(signed) *Augustus Smith.*

To the
Lord Lowther, Postmaster-general.

(D.)—Copy of LETTER from Mr. *Augustus Smith* to Lord *Lowther.*

My Lord, 21 October 1841.

As my statements as to the number of letters passing heretofore to and from Scilly was yesterday distinctly denied, and that it appears that data have lately been furnished to your Lordship on the subject, I hope your Lordship will allow me to have copies of any Returns, showing the number of letters passing to and from Scilly during the years 1841 and 1842, and the authority on which they are founded. It is plain that either your Lordship or myself have on this point been most egregiously misinformed, and I trust I shall have your Lordship's assistance in tracing out the real facts of the case. If I have misrepresented the truth, I shall be the first to admit it, and I think your Lordship may feel interested in proving your office have not been negligent in this instance of the public service.

I am, &c.
(signed) *Augustus Smith.*

(E.)—Copy of LETTER received in Reply to the above.

Sir, General Post-office, 24 October 1842.

With reference to your letter of the 21st instant, I am commanded by the Postmaster-general to state, that he regrets you should be under the impression that the number of letters passing to and from Scilly should be incorrect. His Lordship has the amplest reason to be satisfied with the integrity and accuracy of the surveyor, Mr. Creswell.

I am directed to add, that it is contrary to official regulations to furnish any private individual with copies of the Returns prepared by the officers of this establishment for his Lordship's information, and he cannot therefore comply with your request to be supplied with copies of the Returns respecting the number of letters passing to and from Scilly.

I am, &c.

(signed) *Thomas Lawrence,*
Assistant Secretary.

(F.)—Copy of LETTER from Mr. *Augustus Smith* to Lord *Lowther.*

My Lord,

I regret to learn your Lordship refuses to allow me a copy of the returns made to you on the number of letters passing to and from Scilly, at the same time that you are pleased to express your amplest satisfaction on their accuracy. After what has passed, and the information I have received, it is impossible I can yield as easy credit to these Returns without testing their accuracy, much less when even the substance of the information furnished by them is withheld. I cannot help recalling to your mind that your Lordship has already stated, I presume on the same accurate authority, that the postage of Scilly was under 50 *l.* a year. I have, however, proved to your Lordship from the Post-office accounts themselves, that the money receipts at Scilly alone were upwards of 70 *l.* a year, while nothing was allowed for the letters passing through the same having stamps affixed, which, according to the proportion of stamped and unstamped letters in other parts of the kingdom, would make the total postage at least double the above sum. When your Lordship has been shown so singularly misinformed on one point, you must pardon my scepticism as to Mr. Creswell's accuracy in this instance. I must further recall to your memory your having quoted the instance of the Scottish Islands as contributing towards the expenses of their own Post, as a reason for the same being done at Scilly. The Return made to the House of Commons proves how your Lordship had also been deceived by those who supplied you with that information, there being but two cases which even gave a colour for such an assertion, and those on examination being wholly groundless; the one relating to a bag averaging but 20 letters, and the other having the sum contributed by the Post-office of 42 *l.* a year; more than double the whole postage of the letters conveyed by it. When such have been the uncandid, deceptive, and inaccurate statements hitherto furnished your Lordship by your officers, I can place no reliance on any such, though adopted and promulgated under your high name and sanction.

Having nothing further to hope at your Lordship's hands in this matter, and the evils resulting from not having a regular post, such as it is, being to all interests at Scilly, particularly that of the shipping, most serious and pressing, I have no remedy for the present but to submit to your Lordship's proposition, made through Mr. Anson on the 7th of last July (see letter B.), and agree to contribute towards the carriage of the Mail at the rate of 25 *l.* a year, the packet owners refusing to carry the bags for less than 100 *l.* a year. In assenting to this, however, I protest, not at the amount, but at the injustice of requiring any such contribution; and shall unceasingly press the subject, with a view to a remedy, most earnestly, in every possible shape, on the attention of Government, and if necessary on that of Parliament.

I hope your Lordship will accordingly give orders that the mail-bags may be forwarded as heretofore by the packet without delay, and

I remain, &c.
(signed) *Augustus Smith.*

Colonel Maberly having denied more than once that any offer ever emanated from the Post-office to allow 100 *l.* a year for a suitable packet, the following extract is supplied from a letter,—Colonel Maberly to Mr. Wood, the Secretary to the Admiralty, dated the 20th December 1837:—

"In consequence of complaints of the accommodation afforded to the correspondence, and the want of suitable control, it was proposed that the Admiralty should take charge of the packet. I am, however, directed to state, that in the opinion of the Postmaster-general the value of the correspondence would not justify a larger expenditure than about 100*l.* per annum.

(signed) *W. L. Maberly.*

In a second letter from the Post-office, dated 24th January 1838, it is suggested that an advertisement should be issued for a packet of not less than

60 tons, and that the inspecting commander of the coast guard should regulate the sailing from Scilly.

Nothing has been done to remedy the irregularity of the packet's sailing.

List of a few Ports in extreme parts of the Kingdom enjoying the privilege of a Money-order Post-office, though the same is denied to Scilly.

	Vessels above 50 Tons.
Stornoway in Lewis	12
Lerwick in Shetland	11
Kirkwall in Orkney	32
Portree, Tarbert in Skye; no shipping belonging to either.	
Stranraer	9
Westport, Belmullet, Dingle, Cahirciveen in Ireland	none.

My Lord, Treasury Chambers, 11 November 1842.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit for your Lordship's consideration and report the enclosed letter from Mr. Augustus Smith, with reference to the former correspondence which has passed upon the subject of the Mail communication with the Scilly Islands; and I am to request that your Lordship will favour my Lords with your opinion as to the best mode of re-establishing a regular conveyance of the Mails to and from the Scilly Islands.

I am, &c.
(signed) *G. Clerk.*

The Right hon.
The Postmaster-general.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 23 Nov. 1842.

I HAVE the honour to return the enclosed correspondence from Mr. Augustus Smith on the subject of the Mail communication with the Scilly Islands, which was transmitted in Sir George Clerk's letter of the 11th instant, and I beg to inform your Lordships that Mr. Smith having subsequently consented to contribute 25*l.* a year in aid of the packet communication between Penzance and Scilly, I have, upon condition that he enters into a guarantee for that purpose, directed the surveyor to accept the offer of the St. Mary's Shipping Company to convey the Mails once a week between those places for 100*l.* a year, leaving an annual net charge to the public revenue for this service of 75*l.*, which I feel to be about the extent of expenditure I am warranted in incurring. The contract is to commence on the 1st January, and to be determinable at three months' notice.

I think it right to refer to my former correspondence with your Lordships on this subject, of the 24th January, 26th April, and 9th May, and to your concurrence in my proceedings. I must state also that I do not deem it expedient to convert Scilly into a regular Post-office for the purpose of issuing and paying money-orders, for the reasons I assigned to your Lordships in my letter of the 9th May last, and which remain in full force.

I have, &c.
(signed) *Lowther.*

P.S.—Since the preceding was written I have received a further letter from Mr. Smith, most strongly remonstrating against the date I had proposed for commencing the new arrangements, viz. the 1st January next, which was merely fixed to give full time to the surveyors to complete the arrangements. As Mr. Smith, however, considers himself so much aggrieved by this short delay, I have given instructions that the measure may be carried into effect as immediately as possible.

Sir, Penzance, 11 November 1842.

I BEG to enclose you copies of two letters which have passed between the Post-office and myself since those already transmitted to you.

As they speak for themselves, no observations are called for on my part. I trust, however, the Treasury will be enabled to make a satisfactory arrangement on the subject, and that without delay, as the injury to the Islands in having no regular Mail is really becoming serious, particularly to the shipping interest. This is not confined to the shipping of the place, but those seeking shelter there from easterly winds; and within the last month near 300 sail have been so circumstanced. I am in hopes, on consideration, my proposition to allow two-thirds of the whole postage will not be considered either unreasonable or irregular. This, at any rate, is less than Lord Lowther himself proposes to allow, supposing his statement to be correct, that the postage is under 50*l.* a year, in other words, 100*l.* to and fro. By his proposal to allow 75*l.*, he gives three-quarters of what he calculated to be the whole postage, while I only ask for two-thirds.

Requesting your early attention to this subject, and regretting to be the occasion of so much trouble,

I have, &c.

To Sir George Clerk, Bart. M. P. (signed) *Augustus Smith.*
Treasury.

COPY of LETTER from Colonel *Maberly.*

Sir, Post-office, 8 November 1842.

THE Postmaster-general having under consideration your further letter of the 31st ultimo, I am directed to inform you that, willing, as far as may be compatible with his duty, to make any arrangement tending to the accommodation of the Islands of Scilly, his Lordship accepts your proposal, and consents to enter into a contract with the St. Mary's Shipping Company for the conveyance of the Mails as heretofore, between Penzance and Scilly, from the 1st January next, at the rate of 100*l.* per annum, on condition that you will undertake, in the accustomed form of guarantee, to contribute a portion of that expense by a payment to this office in aid of the said hire, at the rate of 25*l.* per annum; and I have to add, that the surveyor of the district has been instructed to take the necessary measures accordingly, and he will communicate with you when the guarantee is ready.

I am, &c.

(signed) *W. L. Maberly.*

COPY of ANSWER to the above.

My Lord, Penzance, 11 November 1842.

I HAVE received a letter from the Post-office, dated the 8th instant, by which I learn your Lordship accepts my proposal respecting the Mail to Scilly, but that the same is not to take effect till the 1st of next January.

I must beg to observe the proposal in question is not mine, but your Lordship's; to which, from the serious and urgent injury to all interests at Scilly from having no regular Mail, I have been obliged, but most reluctantly, to submit for the present, till I can obtain redress in other quarters.

It appears, however, that your Lordship, not satisfied with having inflicted most serious injury on Scilly for many months, by what I can characterise as nothing but a wanton exercise of official power over the weak, purposes, without any apparent cause, to continue this injurious state of things for nearly two months longer.

I must here complain of the difficulty I have experienced in obtaining common attention at the hands of the Post-office to the communications which I have been under the necessity of making. Your Lordship's proposition respecting the Mails was made through Mr. Anson on the 7th of July. In consequence of the tardiness of the Post-office in supplying the Returns moved for by Sir Charles Lemon, in the House of Commons, I was unable to reply to that till the 31st August.

Of this letter no notice whatever was taken, till after waiting six weeks I was obliged to proceed to London, an d made a personal application. I then saw your private secretary, from whom I received such communications as led me to suppose my propositions, in answer to your Lordship, would be accepted. Satisfied with that prospect I again waited a fortnight, when still hearing nothing, I was again under the necessity of proceeding to town. After waiting two months I then obtained an answer, such as it was, to my letter of the 31st August, in a personal interview with yourself and Colonel Maberly.

No satisfactory result being obtained by that interview, I wrote on the 31st of October, assenting, for the present, to the arrangement proposed by your Lordship in July last. Ten days elapse before any answer is received, and then it is to acquaint me that the proposed arrangement is to be carried into effect near two months hence! Since your Lordship evinces so little solicitude to extend your care and attention as Postmaster-general to Scilly, I beg your Lordship will be pleased to abolish the Sub Post-office altogether at those islands, that we may be enabled to establish a Mail for our own convenience; and on such terms as may give a fair remuneration to the parties conveying our correspondence, till such times as the interposition of Government or Parliament may effect a redress of our grievances.

As a proof, however, of the "penny wise and pound foolish" system in which your Lordship's office has been pleased to deal in this matter, I beg to call your Lordship's attention to the sums which are now paying since the cessation of the regular Mail, for letters landed at Scilly by vessels from foreign ports, and brought over at the rate of 1 *d.* per letter to Penzance by Scilly pilot boats; and which formerly were brought over by the packet as part of the regular Mail of the Islands. Two late instances may serve as an illustration: one of 1,008 letters landed from a vessel called the St. George; the other of 1,914 letters from a Sidney vessel. For these two packages alone your office has had to pay upwards of 10*l.* At this rate I think your Lordship will find, at the end of the year, that letters from Scilly will have cost you not far short of the 100*l.* a year asked for the carriage of the whole correspondence, while your Lordship will obtain no credit for having consulted the convenience of the public, or for economy of the funds entrusted to your management.

I remain, &c.

Postmaster-general. (signed) *Augustus Smith.*

My Lord, Treasury Chambers, 9 December 1842.

In reference to your Lordship's letter dated 23d ultimo, returning the correspondence of Mr. Augustus Smith, on the subject of the Mail communication with the Scilly Islands, I have it in command from the Lords Commissioners of Her Majesty's Treasury to convey to your Lordship their approval of the directions you have issued to the surveyor to accept the offer of the St. Mary's Shipping Company to convey the Mails once a week between Penzance and Scilly, upon Mr. Smith's entering into a guarantee of contributing the sum of 25*l.* a year in aid thereof.

To the I am, &c.

Right hon. the Postmaster-general. (signed) *C. E. Trevelyan.*

A letter to Mr. A. Smith, Penzance, acquainting him with the foregoing directions, dated and signed the same.

Tresco, Scilly, 6 December 1842.

Mr. Augustus Smith presents his compliments to Sir George Clerk, and begs to enclose him an account respecting the number of letters passing through this post-office, which he has obtained since his return here, and which he requests may be placed with the other papers on the subject, as confirmatory of his own statements, and of the inaccuracy of Lord Lowther's statement, that the postage of the place is under 50*l.* a year.

Account of the Number of Letters passing through the Post-office at Scilly during the following weeks:

				Letters.	
4 February	1842	Inwards		276	
8 —	—	Outwards		241	
				——	517
14 —	—	Inwards		325	
16 —	—	Outwards		250	
				——	575
19 —	—	Inwards		253	
23 —	—	Outwards		280	
				——	533
26 —	—	Inwards		252	
1 March	—	Outwards		207	
				——	459
5 —	—	Inwards		263	
8 —	—	Outwards		227	
				——	490
12 —	—	Inwards		267	
15 —	—	Outwards		180	
				——	447
					6)3,021
					503

One quarter, and probably one-third of the above were above single rates. There are, besides, newspapers.

Sir, 130, Piccadilly, 11 May 1844.

I most unwillingly again obtrude myself on your notice after the ill success which has attended my previous applications for the establishment of a money-order Post-office at Scilly.

On a recent visit, however, to the Islands, I find so much inconvenience experienced through the want of this accommodation, while the grounds on which it is withheld have so little apparent weight in them, as far as they can be ascertained, that I must earnestly request a reconsideration of the case. At present, no order can be obtained nearer than Penzance, 40 miles distant, and that a voyage by sea. Persons requiring money-orders are therefore obliged to resort to the sub postmaster at Scilly, who sends over the separate applications with the money in a separate bag to the postmistress at Penzance; the letters to the parties in whose favour the orders are required being already written, and left open for the postmistress to enclose the orders, and trusting to her further to seal and dispatch them. An instance occurred the other day, in which a party had thus forwarded an order for 5*l.* to a friend in Ireland, which arrived safe as it happened, but the letter enclosing the same came to hand unsealed. The business and objects connected with these orders must thus at the same time be entrusted to the knowledge and discretion of both the postmistress at Penzance and the sub postmaster at Scilly. Notwithstanding this unsatisfactory mode of proceeding, I find the amount dispatched by each post varies from 10*l.* to 20*l.*

I must put it to your candour whether such is a fair or safe state of things.

The inconvenience I have myself frequently experienced through this want of a means of paying small accounts at a distance, which every other corner of the kingdom has near at hand, has been very great; and the complaints of the inhabitants, who must in great part obtain their supplies from places on the main land,

and of seamen, natives of the Islands, who either wish to send or receive money from home, are very urgent on the subject.

And why is this accommodation withheld? I enumerated in a former letter, to which I beg to refer you, the reasons why this privilege should be extended to Scilly, when enjoyed by so many places of far inferior claims. In the letter written by your order in reply, it is stated, "The Post-office must necessarily exercise some discretion in the establishment of money-order offices, especially in those places with which, from their position, there is necessarily some irregularity of communication." If any general rule was laid down to this effect, there would be less reason for complaint, but I have already pointed out many places with which the communication is equally irregular, and which have really not greater claims than Scilly, but yet enjoy this accommodation. This moreover is a new obstacle which the Post-office has only thought of lately. On a former occasion, it was because Scilly was a sub post-office merely, that it was excluded; at least, one presumes it was excluded on this ground; that expressly stated by the Post office being, "that it did not come within the rules and regulations laid down on this subject:" as to what these rules and regulations were, however, no satisfactory explanation could ever be obtained, and since such were not even communicated on an order for a Return to that effect by the House of Commons, it is to be presumed no definite or express rules were ever laid down on the subject. The Return (No. 558.) only gave the negative rule, that sub offices were excluded; a rule that appears, in fact, and by the evidence of the Postmaster-general, to be no longer acted on; even mere branch offices are now made available for this service.

Your last letter, indeed, takes notice of the limited population of Scilly, but the character, circumstances, pursuits and interests, particularly that of shipping, in which that population is engaged, though fully set forth, are passed over without comment, though such ought to more than counterbalance any objection on the score of population, if one of near 3,000 persons can be so considered. When however, I read over the list of money-order offices throughout the kingdom, I find so many places of far less pretensions in this respect, but yet enjoying this privilege, that I am sure on examination you would not insist on it as a sound objection, but allow the discretion of the Post-office to have been somewhat capriciously exercised in our respect.

In the same communication to which I have just referred, you inform me further, that I am "in error in supposing, as intimated in my letter, that there is any indisposition on the part of the Post-office to give every facility to communication with Scilly, which can be reasonably required." I am sure I am the last person to require any thing unreasonable, and should be too happy to find that I did the Post-office an injustice, in imputing to them an indisposition to give us what we ought to have. When I review, however, the manner in which this case has throughout been treated at their hands—treatment such as I should have deemed impossible on the part of any public office, but for my own experience, I cannot come to any other conclusion than that I have expressed; and in my justification for this opinion, I must beg your attention to a short re-statement of my complaints against the Post-office.

The Post-office proposed some few years since to allow 100*l.* a year, whenever a packet could be obtained for the Mail of about 60 tons; within three or four years after this, such a vessel was provided. An application, however, for the increased allowance was refused, and on my reminding Colonel Maberly of the hopes of such an allowance having been held out, he denied such a proposition had ever been made by him. I was obliged on this to apply to Lord Haddington, when a letter signed by Colonel Maberly himself was produced with this distinct proposition. This refusal, I must submit, was something very like a breach of faith. It was justified, however, by Colonel Maberly, as being a proposition that he ought never to have made; and that at any rate, since it had been offered, the alteration in the postage had been introduced; a most unfair ground to take, as it ought to have had the advantage of the 13*d.* postage we had previously paid, and which had yielded to the Post-office for many years a very handsome profit.

It was stated further, that the postage at Scilly was too small to allow of any advance; I had represented the whole to be about 130*l.* a year. This was denied by Lord Lowther in his letter, under his own hand, which I can produce, in which he stated that I was in error, and that the postage was under 50*l.* a year. His Lordship at the same time laid down the singular rule, that the postage of any office

office was not to be estimated according to the number of letters passing through, but by the amount of money actually collected there. Staggered by so positive a statement from such a quarter, I made every inquiry in my power, when I satisfied myself that my calculation was erroneous, and that instead of asserting the postage to be about 130*l.*, I ought to have set it at not less than 150*l.*, or three times the amount of the sum stated by the Postmaster-general.

I am prepared to prove the correctness of this statement, though the Postmaster-general would never admit such to be the fact. His Lordship, however, proposed to make some advance in the allowance, provided a certain sum was contributed by myself, instancing such to be the case for the Mail's conveyance in many of the Scottish Islands. On examination, however, and by a Return to the House of Commons, it turned out no such instance existed among the Scottish Islands as justified such a demand; the circumstances of the places, moreover, affording no fair comparison, in consequence of the higher claims of Scilly on account of its shipping.

When the Post-office thus resorted to statements, as untrue as the mode of applying them was fallacious and unsound, I could not but come to the conclusion that an indisposition existed on their part to give us reasonable accommodation, especially when for six months the Post-office, because they found they could not force the packet to carry the Mail on their own terms, actually thought fit to give us no regular Mail whatever, but left the bags to be conveyed by any chance opportunity that might offer. This was an exercise of official power, which, whatever might have been its discretion, did not speak much for its disposition to accommodate.

Such were the serious inconveniences occasioned in consequence, that I was at length obliged to accede temporarily to the Postmaster-general's proposition, protesting at the same time against its injustice, but as being the only means I had for proving beyond all question the real amount of the postage. The Return on this head, now enclosed (No. 88.), proves the postage to exceed far the sum at which I had set it, and to be fourfold the amount stated by the Postmaster-general. This Return, founded on an account kept by order of the Post-office for 10 weeks, proves the postage to be about 200*l.* a year; and I am further prepared to prove, that for the first six months of last year (1843) the postage exceeded that amount, and I have reason to believe it has since further increased.

I accordingly represented this state of the postage to the Postmaster-general, expressing a hope that he would no longer grudge the 100*l.* a year required for the Mail's conveyance, and requesting that he would at any rate do me the justice to admit, that my former statements on this subject had not been incorrect. In answer, I had a letter still refusing the allowance, and declaring further, that the Postmaster-general had no reason to doubt the accuracy of his former estimates.

When such are the opinions entertained by the Post-office in the face of Returns and facts, it is useless making any further representations on the case; but you can hardly be surprised that I should in consequence have assumed that the Post-office had no great disposition to consult our accommodation and deal fairly by us.

In this I am further confirmed by the plan now resorted to for the conveyance of the Mail. The increased allowance was refused on the ground that the postage did not justify the expense. I now find that a Government cutter, with a complement of 40 men, has been sent down for this service, and all this to save a difference of 25*l.* a year!—a cutter, moreover, that is not half so well suited to convey the Mail as the Lionesse packet before employed, as may be seen by the sailings and arrivals of the vessels as given in the paper enclosed. Notwithstanding the great superiority of tonnage possessed by the Speedy cutter, the other has hitherto always made a better passage, and thrice, even within this short time, the cutter has succeeded in crossing when the latter was either obliged to put back or did not venture to start, thus causing a delay of two days in the delivery of the Mails. I beg also to represent that a cutter of the size sent (near 200 tons) is not at all adapted to the station. Both Penzance and St. Mary's ports are dry harbours at low water. The vessel employed ought, therefore, to be able to take the ground, which this cutter cannot venture to do; the vessel ought also not to be

so large but that she might be able to run within the piers at most times of tide. The Speedy cutter, however, can do neither, and must, therefore, in the one instance, occupy a position in Mounts Bay exposed to the south-east, and, in the other, anchor in St. Mary's roadstead, exposed to the full force of the westerly gales. The reputation of the Islands for shipwrecks is too notorious to make me desirous of any risk being needlessly incurred in this respect.

In further illustration of the economy of the present arrangement, I find a pilot is attached to this cutter at 6 *s.* a day, which is at the rate of 109 *l.* a year, more than the whole sum actually required for the conveyance of the Mail by the owners of the Lionesse packet.

This brings me, in conclusion, to remind you of the simple question at issue, viz. whether the 100 *l.* a year is too much, as assumed by the Post-office, for the Mails carriage, the owners of the Lionesse refusing to take it for less? The expense of the pilot ought to be conclusive on this point, without taking into the account the great cost of the Speedy cutter. That the Post-office cannot find another vessel willing to take it on lower terms, notwithstanding numerous advertisements for tenders, ought further to be considered as a proof that the sum is not too large. I would request you, however, to exercise your own judgment in the case, and consider whether the sum required is too much for a passage of 40 miles over such a sea; taking into account the amount of postage derived, the efficiency of the vessel offered, as has been proved by the great regularity with which she has kept her time since her establishment, and the circumstances and claims of the place, particularly on the head of shipping.

If you entertain any doubt on this subject, why should not the question of allowance be referred to arbitration, as in the case of disputes as to the Mail's conveyance on railroads?

In former communications I have shown how much more favoured the Scottish Islands are in this respect. In the case of Jersey and Guernsey it appears that an expense of 5,000 *l.* is annually incurred for a Mail twice a week (Parl. Report), each Mail conveying about 3,500 letters (Parl. Ret. 558), which would give about 14,000 letters altogether outwards and inwards for each week, or, in other words, a postage of about 70 *l.* per week, while the expense of conveyance per week is not far off from 100 *l.* Yet, in our case, the sum of 100 *l.* a year, but one-half of the postage received, is refused for the conveyance of the Mail to and from Scilly.

No disavowal of an indisposition to give us every facility that can be reasonably required can efface the impression produced by such a different rule of favour to other places.

Having thus endeavoured to place on record at one view, to which I may appeal if necessary, the merits of this case, I take my leave of a subject to which I regret I should have been obliged to draw your attention so frequently and so much at length. In doing this, I should still further regret having made any comment at which the Post-office might justly take offence; and if such have been provoked, it has been owing entirely to the unfairness with which my applications have been treated, my statements contradicted, though not disproved, and the trouble which I have been put to in consequence to establish their correctness. In no one instance on this point have I failed; though in doing so I fear the Post-office may not have been very well pleased in my having shown at whose door the charge of incorrectness as to facts ought more appropriately to be laid, and may be disposed to punish my temerity rather than consult our accommodation in consequence.

I have, &c.

The Right Hon.
The Chancellor of the Exchequer.

(signed) *Augustus Smith.*

TABLE showing the Sailings from, and Arrivals at, St. Mary's, Scilly, and Penzance, respectively, of the Speedy Cutter (180 tons) and the Lionesse Packet (from 60 to 70 tons).

DATE.	NAME OF VESSEL.	SAILED.	ARRIVED.
		h. m.	h. m.
April 12 - -	Lionesse - - -	9 30 a. m.	10 0 p. m.
	Speedy - - -	9 30 a. m.	5 0 a. m. of the 14th, two days after having been obliged to put back.
— 19 - -	Lionesse - - -	10 15 a. m.	6 0 p. m.
	Speedy - - -	10 25 a. m.	7 0 p. m.
— 22 - -	Lionesse - - -	10 45 a. m.	7 0 p. m.
	Speedy - - -	10 45 a. m.	7 30 p. m.
— 26 - -	Lionesse - - -	9 30 a. m.	1 30 p. m.
	Speedy - - -	9 40 a. m.	2 0 p. m.
— 30 - -	Lionesse - - -	9 30 a. m.	1 0 a. m., the 31st, a heavy gale from the east.
	Speedy did not attempt to sail.		
May 1 -	Speedy - - -	1 0 p. m.	6 0 p. m. on Thursday 2d May, 3 days after time.
— 3 - -	Lionesse - - -	9 30 a. m.	6 30 p. m.
	Speedy - - -	9 30 a. m.	6 30 p. m.
— 6 - -	Lionesse - - -	11 30 a. m.	6 0 p. m.
	Speedy - - -	11 30 a. m.	6 40 p. m.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 24 June 1844.

In returning the enclosed letter from Mr. Smith respecting the Mail communication with the Scilly Islands, &c., I beg to state it appears to me only necessary to observe, that the arrangements of which that gentleman complains were discussed and sanctioned step by step by your Lordships, who, I presume, could not have failed to perceive the repeated attempts made to force the Post-office into engagements with a private company, on their own terms, which, had they been submitted to, would have afforded a most objectionable precedent; and that as Mr. Smith thought fit to withdraw the guarantee he had given to bear a portion of the expense of the conveyance of the Mails between Penzance and Scilly, this department had no alternative but to determine the contract which had been entered into with the St. Mary's Shipping Company for the transmission of the Mails in question.

With respect to Mr. Smith's renewed application for constituting Scilly a money-order office, I beg to state, that the experience of every day tends to confirm the serious and decided objection I have already expressed to such a measure, and that as regards the places in the United Kingdom to which Mr. Smith refers as equally remote with Scilly, it must be borne in mind that they were established as money-order offices as being post towns, and having a cash account with the Post-office when the money-order system commenced; and although in such distant districts the same objection exists as that in respect to Scilly, still I presume the privilege having been given cannot be in fairness now withdrawn.

I have, &c.

(signed) *Lonsdale.*

SCILLY ISLANDS MAILS.

COPIES of all COMMUNICATIONS addressed to the Chancellor of the Exchequer, respecting the POST-OFFICE ARRANGEMENTS at the Islands of *Scilly*, with the Answers returned thereto, &c.

(*Captain Pechell.*)

Ordered, by The House of Commons, *to be Printed,*
24 *July* 1844.

542.

Under 8 *oz.*

POST OFFICE.

RETURN to Two Orders of the Honourable The House of Commons, dated respectively 7 August 1844, and 6 February 1845;—*for*,

A RETURN of the Name of every Person employed in the General Post Office, with the Date of each Appointment, the Nature of the Duties performed by each Individual, the Amount of Salary attached to such Duties, the Fund from which each Salary is paid; distinguishing what Portion, if any, is derived from Fees.

A Similar RETURN from the General Post Office, *Dublin*.

20 February 1845. W. L. MABERLY.

(Mr. Thomas Duncombe.)

Ordered, by The House of Commons, *to be Printed*,
25 *February* 1845.

Under 2 oz

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A RETURN showing the Name of every Person employed in the GENERAL POST OFFICE, *London*, with the Date of each Appointment, the Nature of the Duties performed by each Individual, the Amount of Salary attached to such Duties, and the Fund from which each Salary is Paid; distinguishing what portion, if any, is derived from Fees.

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME.	
			SALARY Paid from Post Office Revenue.	Fees, Emoluments, &c. with Source from whence derived.
			£. s. d.	
The Right Hon. William, Earl of Lonsdale.	16 September 1841	Her Majesty's Postmaster-general. —Control, management, and superintendence of all matters and business relating to the British Post-office Department in Great Britain and Ireland, the Colonies, and Foreign Parts.	2,500 – –	- - nil.
		SECRETARY'S OFFICE.		
Lieutenant-colonel William Leader Maberly.	29 September 1836	Secretary to the Postmaster-general.—General superintendence under the Postmaster-general.	2,000 – –	- - nil.
Thomas Lawrence - -	5 April 1809 -	Assistant Secretary.—General superintendence under the Postmaster-general.	800 – –	- - nil.
Richard Robertson -	23 September 1841	Private Secretary to the Postmaster-general.	200 – –	- - nil.
James Campbell - -	10 May 1807 -	Chief Clerk.—General superintendence under the Postmaster-general; and control and discipline of the Secretary's-office.	630 – –	- - nil.
William Milliken - -	6 April 1795 -	Principal Senior Clerk, Warrants and Salary Branch.—Preparation of warrants, salary bills, and other matters of account and record; is also Registrar of Bonds, and Storekeeper.	500 – – 50 *l.* as storekeeper.	£. 10 in lieu of an apartment. £. 36. 13 *s.* 4 *d.* as compensation. (Both paid from the revenue.)
Charles T. Johnson -	1 August 1819 -	Principal Senior Clerk, Railway and Mail Coach Branch.—Arrangements and correspondence relating to the conveyance of mails by railways and mail coaches; the general circulation of letters; and a portion of the correspondence relating to the Post-office Department in Ireland.	500 – –	- - nil.
Francis Abbott - -	22 July 1822 -	Senior Clerk, Miscellaneous Branch. —Arrangements and correspondence relating to rural posts; contracts for rides and mail carts; postage stamps and registration; and a portion of the Irish and Scotch correspondence.	440 – –	- - nil.
John Ramsey - -	(Inland Office, 23 September 1816.) 6 July 1823.	Senior Clerk, Missing Letter Branch.—Investigations relating to missing letters, abstractions, and frauds.	440 – – 50 *l.* for conducting missing letter business.	- - nil.
John P. Godby - -	(Accountant-general's Office, 25 January 1827.) 19 September 1831.	Senior Clerk, Money Order Branch. —Correspondence relating to money orders; remittances of money to Postmasters; Colonial and Foreign remittances and accounts, ship letter gratuities, &c.	350 – –	- - nil.

(*continued*)

SECRETARY'S OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue £. s. d.	Fees, Emoluments, &c.
Maitland W. Boyd -	13 November 1832	Senior Clerk, General Correspondence Branch.—Correspondence relating to complaints and applications made by the public respecting overcharges and delays of letters; answering personal applications, &c.; incidental claims and law charges.	350 – –	- - nil.
Rodie Parkhurst - -	(Accountant-general's Office, 10 July 1835.) 13 November 1836.	Senior Clerk, Treasury Branch.—Correspondence with the Treasury and other Government Departments.	350 – –	- - nil.
William Barth - -	(Accountant-general's Office, 14 November 1836.) 24 January 1837.	Senior Clerk, Assisting in General Correspondence Branch.—Is also franking clerk, and superintends the issue of notices to the public and instructions to postmasters.	350 – –	- - nil.
Henry B. Card - -	(Accountant-general's Office, 5 July 1837.) 19 January 1838.	Junior Clerk,* Postmasters' Accounts Branch.—Correspondence relating to postmasters' accounts, remittances and arrears; bonds and licences for sale of postage stamps.	140 – –	- - nil.
Edward Ellis - -	(Mail-coach Office, 10 March 1837.) 20 October 1838.	Junior Clerk.—Assisting in Missing Letter Branch.	140 – –	- - nil.
Charles Boothby - - (Since resigned.)	27 May 1837 -	Junior Clerk,* Parliamentary Return and Postmasters' Salaries Branch.—Preparation of Parliamentary Returns and other periodical accounts; correspondence relating to salaries, fees, &c. of postmasters and others, and free deliveries.	140 – –	- - nil.
James Jenkins - - (Since appointed Deputy Postmaster-general of St. Vincent's.)	24 September 1839	Junior Clerk.*—Assisting in General Correspondence Branch; charge of official papers.	140 – –	- - nil.
William J. Page - -	(Dead Letter Office, 2 August 1832; Foreign Office, 9 March 1837.) 8 August 1840.	Junior Clerk, Colonies and Foreign Countries Branch.—Management of the Colonial posts, and arrangements and correspondence relative to the Post-office service connected with Foreign countries.	230 – – 100 *l.* for supervision of Foreign and Colonial Correspondence.	- - nil.
Montagu South - -	(Foreign Office, 18 May 1836.) 8 August 1840.	Junior Clerk.*—Assisting in Colonies and Foreign Countries Branch.	180 – –	- - nil.
Charles L. M. Teesdale -	(Foreign Office, 5 January 1834.) 25 August 1841.	Junior Clerk.*—Assisting in Money Order Branch; reporting to Treasury deaths of pensioners, statements of light gold, and postage of public departments.	90 – –	- - nil.
Edward H. Rea - -	(Dead Letter Office, 3 November 1838.) 25 August 1841.	Junior Clerk,* Newspaper Branch.—Correspondence relating to newspapers, pamphlets, and periodical publications; and answering personal applications; also issue and check of postage stamps.	90 – –	- - nil.
Francis H. Burckhardt -	(Accountant-general's Office, 26 May 1840.) 25 August 1841.	Junior Clerk.*—Assisting in Missing Letter Branch.	90 – –	- - nil.
Henry Pennington -	(Accountant-general's Office, 22 January 1841.) 29 August 1841.	Junior Clerk.*—Assisting in Money Order Branch.	90 – –	- - nil.

N. B.—Those marked * are Clerks in waiting, and sleep, in rotation, at the office, to attend to any urgent business.

SECRETARY'S OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	Fees, Emoluments, &c.
Gustavus C. Cornwall -	(Money Order Office, 28 Dec. 1840.) 29 August 1841.	Junior Clerk.—Charge of the secretary's private correspondence; reporting vacancies in the department, preparing new appointments, and attending to applications relating to patronage.	90 – –	- - nil.
James Apperley - -	22 February 1842 -	Junior Clerk.—Assisting in General Correspondence Branch.	90 – –	- - nil.
Edward Page - -	(Money Order Office, 10 August 1841,) 6 March 1842.	Junior Clerk.—Assisting in Railway and Mail-coach Branch.	90 – –	£. 50 a year for keeping postage accounts with various foreign merchants, for which purpose Mr. Page advances 400*l.*
Frederic Cowper - -	5 June 1843 -	Junior Clerk.—Employed in the registry of official papers and docketting letters.	90 – –	- - nil.
Augustus Forrest - - (Since appointed surveyor's clerk).	5 March 1844 -	Junior Clerk.—Ditto - - -	90 – –	- - nil.
Freeling J. Lawrence -	6 April – -	Junior Clerk.—Assisting in Missing Letter Branch.	90 – –	- - nil.
George Hardy - -	15 April – -	Junior Clerk.—Assisting in Railway and Mail-coach Branch.	90 – –	- - nil.
C. Craven - - -	30 September 1839	Extra Clerk.—Entering and indexing correspondence with Treasury, &c.	78 – –	Extra duty at 10*d.* an hour when required. Paid from the revenue.
W. L. White - -	24 February 1840 -	Ditto.—Employed in Missing Letter Branch.	78 – –	- - ditto.
E. Milliken - - -	24 February – -	Ditto.—Assisting in Parliamentary Return and Salary Branch; check of surveyor's travelling accounts.	78 – –	- - ditto.
J. S. Baker - - -	21 February 1841 -	Ditto.—Assisting in Miscellaneous and Parliamentary Return and Salary Branches.	78 – –	Ditto, and transfer of indexes to general index, at 3*l.* 3*s.* per book.
J. P. Wentworth - -	30 July - – -	Ditto.—Assisting in general correspondence, indexing, &c.	78 – –	Extra duty at 10*d.* an hour when required. Paid from the revenue.
E. F. Stewart - -	26 May - 1843 -	Ditto.—Employed in Missing Letter Branch.	78 – –	- - ditto.
A. Spratt - - -	21 June - – -	Ditto.—Assisting in Money Order Branch.	78 – –	- - ditto.
R. J. Raymond - -	8 September – -	Ditto.—Employed in Missing Letter Branch.	78 – –	- - ditto.
Charles P. Street - -	30 October - – -	Ditto.—Assisting in general correspondence, copying, &c.	78 – –	- - ditto.
W. Dobinson - -	29 April 1844 -	Ditto.—Employed in Missing Letter Branch.	78 – –	- - ditto.
J. N. Kenny - -	15 July – -	Ditto.—Employed in Missing Letter Branch.	78 – –	- - ditto.
John Hall - - -	2 August – -	Ditto.—Assisting in general correspondence, indexing, copying, &c.	78 – –	- - ditto.

MAIL COACH OFFICE.

George Stow - -	22 January 1818, as clerk in Foreign Post-office; 7 November 1833, as surveyor; 6 July 1838, as superintendent of mails.	Surveyor and Superintendent of Mails.—General superintendence of the mail-coaches in England, Ireland, and Scotland, and of the mail service performed by railway companies.	600 – –	Allowance of 26*s.* per day, and 2*s.* per mile when travelling. Paid from revenue.

(*continued*)

MAIL COACH OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-office Revenue. £. s. d.	Fees, Emoluments, &c.
William Thomas Wedderburn.	15 March 1827 -	First Clerk. — Examining and checking the expenditure of the mail-coach service in England, preparing time-bills for the establishment of new mails, checking guards' wages, tolls, accounts, &c., and tracing letters out of course in passing through the Railway Post-office.	300 – –	- - nil.
George Moulton - -	26 July 1834, as clerk in Dead Letter Office in Dublin; 28 March 1837, as clerk in Mail Coach Office.	Second Clerk. — Checking the expenditure of the mail-coach service in Ireland and guards' wages, tolls, &c., examining post-horse bills for England and Scotland, &c.; also attending to the dispatch of the mails every sixth evening and every sixth Sunday.	110 – –	- - nil.
Edward Jonathan Measor	11 December 1838	Third Clerk. — Examining and checking all railway accounts, preparing time-bills for railways, &c.; also attending to the dispatch of the mails every sixth evening and every sixth Sunday.	110 – –	- - nil.
Charles George Simpson	12 July 1839, as clerk in the Inland Office; 10 May 1840, as clerk in Mail Coach Office.	Fourth Clerk. — Examining and checking mail-coach time-bills, reporting casualties thereon, &c.	80 – –	- - nil.
Edmund Fanning - -	13 September 1841	Fifth Clerk.—Checking and entering railway time-bills, reporting accidents, delays, &c.	80 – –	- - nil.
Langdon Thomas George Turner.	26 July 1843 -	Sixth Clerk.—Entering and arrangement of all reports made to the secretary by the superintendent, &c.	80 – –	- - nil.
James Caddy - -	3 November 1843, as clerk in Inland Office; 21 May 1844, as clerk in Mail Coach Office.	Seventh Clerk. — Preparation of time-bills for mail-guards, entering letters, &c. (The four junior clerks also attend in rotation at the dispatch of the mails every sixth evening, and their arrival every fourth morning, likewise their arrival and dispatch every sixth Sunday.)	80 – –	- - nil.
James Pike - - -	17 November 1823	Messenger. — Messenger to the Mail Coach Office.	80 – –	- - nil.

SOLICITOR'S OFFICE.

Mark Beauchamp Peacock	November 1825 -	Solicitor. — He attends daily to advise on official papers, and manages and conducts official prosecutions, and the general law business of the department.	2,500 – –	- - nil.
Robert William Peacock	24 October 1827 -	Clerk to the Solicitor. — Assists him in the business of his office.	400 – –	- - nil.
Howard Eld - - -	29 May 1839 -	Clerk to the Solicitor. — Assists him in the business of his office.	200 – –	- - nil.
Thomas Phillips - -	1 February 1834 -	Clerk to the Solicitor. — Assists him in the business of his office.	150 – – with a temporary allowance of 21 *s.* per week for extra duty.	£. 40 average annual profits on copying official papers.

RECEIVER GENERAL'S OFFICE.

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue.	Fees, Emoluments, &c. with Source from whence derived.
			£. s. d.	
Thomas Young -	29 Oct. 1834 -	Receiver General.—Is responsible for the gross receipts of the revenue; he pays all salaries and other expenses; signing all drafts upon the Bank of England, both on revenue and money order accounts; pays the net revenue into the Exchequer, signing the specification and write-offs for the purpose; signing also the requisition to the Stamp Office for postage stamps; examines and is responsible for the general accounts of receipts and payments to the Commissioners for Auditing Public Accounts, and regulates and superintends the general duties of his department.	800 - -	- - nil.
G. Barker - -	5 July 1805 -	Chief Clerk.—Superintends the general details of the department; keeps a check account of the receipts and issues; makes the payments on revenue and money-order accounts by filling up and issuing the drafts on the Bank of England; examines the daily accounts of receipts and payments, and checks the payment of the balance to the Bank; makes the weekly and additional payment into the Exchequer; makes up the weekly certificate for the Treasury; holds in charge a large amount of gold for the daily service from the Bank; is responsible for the safe custody of the same, as well as for the balance at the end of the day.	600 - -	- - nil.
Geo. E. Hide -	5 July 1814 -	First Clerk.—Assisted by the sixth clerk, opens all remittance letters; checks the contents; disposes the same for docketting and entry; examines the entry in remittance books for the Receiver-general; keeps check accounts of revenue and money-order cash with the Bank of England, and attends there twice a-week for examining the same; examines and checks money-order cash account; has charge of receipts from Stamp Office and issues to the clerks all postage stamps, &c. and makes up weekly balance of the same; makes up the general account of receipts and payments, and prepares it for delivery to the Commissioners for Auditing Public Accounts, and examines and arranges the vouchers which accompany it, in support thereof.	400 - -	- - nil.
A. Cutto - -	13 Feb. 1816 -	Second Clerk.—Keeps the Receiver-general's official cash-book; makes up the day-book from the different charges and vouchers, and directs the amount to be paid into the Bank by the third clerk; arranges and makes out the quarterly incident bills; takes bills out for acceptance eastward of King-street, and makes up the weekly certificate for the Accountant-general.	280 - -	- - nil.
J. Blaiklock -	16 July 1816 -	Third Clerk.—Receives all payments from window-men, letter-receivers, and others; receives the accounts of the two clerks employed in receiving the inland letter-carriers' charges; makes all payments, such as small salaries, &c. in cash; and prepares the cash balances to pay into the Bank.	200 - -	- - nil.
A. P. Grange -	1 Oct. 1829 -	Fourth Clerk.—Receives with ninth clerk the payment of the inland letter carriers' charges, in alternate months, and pays over his account to the third clerk; posts all revenue bills, country bank notes, and cash, as they become due and are paid, to the proper credit of the deputy postmasters; examines warrants, to see that they have the requisite signatures, and takes proper receipts, and on receiving a draft or order for cash payment from the chief clerk, delivers the same to the parties; enters revenue bills for Bank.	160 - -	- - nil.
F. S. Page -	14 April 1837 -	Fifth Clerk.—Receives all the payments from the London district post letter-carriers, and issues money for the weekly wages to the same; makes out lists of said letter-carriers' deficiencies, keeping an account of the same, and of their discharge; assists the third clerk in receipt of letter-receivers' charges; issues gold for the use of the money order department.	130 - -	- - nil.
T. Y. Hewitt -	15 Dec. 1838 -	Sixth Clerk.—Assists the first clerk with the remittance letters; makes entry of all remittances; distributes country notes and bills to the proper officers for entry, and delivers up the revenue bank notes and cash to the third clerk for payment to the Bank; makes up and delivers over to the ninth clerk all money-order bank notes and cash for separate payment to the Bank; keeps a weekly check account of bills, and sundry quarterly accounts.	120 - -	- - nil.
F. J. Scudamore -	2 Mar. 1840 -	Seventh Clerk.—Assists the sixth clerk by docketting all bills, country bank notes, and Bank of England notes, and joining those which are remitted by halves, and in making up the daily remittance accounts; posts all bills, country bank notes, and cash, (on money order account) as they become due and are paid, to the proper credit of the deputy postmasters; attends with the tenth clerk, in alternate months, in receiving the payment of inland letter-carriers' charges.	100 - -	- - nil.
W. T. Dunn -	28 Sept. 1840 -	Eighth Clerk.—Receives from the first clerk postage stamps for issue to postmasters, letter-receivers, and window-men; makes entry of the same, and invoices to accompany the stamps; makes up parcels of stamps, and delivers the same to the Inland Office, or London district post for transmission to postmasters and others, taking receipts for the same; receives, records, and arranges all acknowledgments for postage stamps, as well as those for money issued to postmasters and others.	100 - -	- - nil.
J. Southam -	16 May 1841 -	Ninth Clerk.—Assists the fourth clerk when in receipt of inland letter-carriers' wages; takes out for acceptance all bills westward of King-street, Cheapside; attends daily at the Bank of England with payment of revenue balances and money-order payments, and to obtain gold for issue to postmasters, letter receivers, and to the Money-order Office; also bank notes and bank post bills for the two former.	100 - -	- - nil.

(*continued*)

RECEIVER-GENERAL'S OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue.	Fees, Emoluments, &c.
			£. s. d.	
J. Thomson - -	15 Aug. 1841	Tenth Clerk.—Assists the seventh clerk when in receipt of inland letter-carriers' charges, at all other times he is fully employed with the eighth clerk in the issue of postage stamps; his duty is therefore the same.	100 – –	- - nil.
C. Hopper - -	5 Dec. –	Eleventh and Twelfth Clerks.—Enter particulars of bills and country bank notes remitted on revenue and money-order accounts, putting an entry number on each bill and note, with an additional entry as they are sent to the Bank; arrange all country notes, and enter same for Bank; make out copies of quarterly incident bills for Lords of the Treasury and Commissioners for Auditing Public Accounts; copy clerks' and letter receivers' salary bills; make up, seal, and deliver to the Inland Office letters containing remittances to the postmasters, &c. &c.	80 – – each.	- - nil.
S. Read - - -	9 Jan. 1843			

ACCOUNTANT-GENERAL'S OFFICE.

Charles Thomas Court	6 July 1803	Accountant General.—General control and superintendence of accounts and checks relating to the revenue, expenditure of the department, and of the annual accounts of the Audit-office.	600 – –	- - nil.
Charles Compton -	15 Nov. 1808	Deputy Accountant-general. — Assisting in the Accountant-general's duties.	400 – –	- - nil.
Edward Lloyd - -	17 April 1809	Chief Clerk.—Superintending the bye and cross road branch of accounts.	320 – –	- - nil.
William Garner -	1 May 1813	Principal Clerk.—Keeping the cash-book, journal, and ledger.	280 – –	- - nil.
H. G. Stahlschmidt -	19 May –	Ditto.—Employed in the bye and cross road branch of accounts.	280 – –	- - nil.
William Collett - -	15 Nov. 1811	Ditto.—Ditto in the London district post branch of accounts.	280 – –	- - nil.
Thomas Atkinson -	8 Mar. 1820	Senior Clerk.—Ditto in the letter bill branch of accounts.	200 – –	- - nil.
John Potter - -	26 Mar. 1823	Ditto.—Ditto in the accounts relating to postage stamps.	200 – –	- - nil.
G. H. Karstadt - -	16 Feb. 1832	Ditto.—Ditto in the rural post and town delivery branch of accounts.	150 – –	- - nil.
H. B. Wilkinson -	7 April 1834	Ditto.—Ditto in the foreign branch of accounts	150 – –	£. 50 for checking the London money-order cash accounts daily.
J. F. T. Marrable -	29 April 1835	Ditto.—Ditto in the control and check of expenditure of the United Kingdom.	150 – –	- - nil.
Charles Court - -	28 April 1836	Ditto.—Ditto in the accounts of postage chargeable against the public departments, and in the examination of paid letter bills.	150 – –	- - nil.
W. W. Barnard - -	2 May –	Junior Clerk.—Checking receipts and payments of the Receiver-general, and examining the computations of bills relating to expenditure.	110 – –	- - nil.
R. Z. Beachcroft -	6 May –	Ditto.—Employed in the foreign branch of accounts	110 – –	- - nil.
W. L. Browne - -	15 Sept. –	Ditto.—Ditto in the bye and cross road branch of accounts.	110 – –	- - nil.
C. B. Fyfe - -	2 Mar. 1837	Ditto.—Ditto in keeping the English postmasters' ledger.	110 – –	- - nil.
M. Jones - - -	28 Nov. –	Ditto.—Ditto in keeping the ledger of West Indian, and foreign postmasters and agents.	110 – –	- - nil.
C. Ratcliffe - -	28 Nov. –	Ditto.—Ditto in the bye and cross road branch of accounts.	110 – –	- - nil.
A. Slater - - -	28 Nov. –	Ditto.—Entering the warrants and drafts of the Receiver-general, and reporting arrears due from postmasters.	110 – –	£. 42 for extra duty in reporting arrears due from postmasters.
J. F. Mould - -	20 Sept. 1838	Ditto.—Employed in accounts relating to postage stamps.	110 – –	£. 50 for checking the London money-order cash accounts daily.
T. Wild - - -	20 May 1840	Ditto.—Ditto in London district post branch accounts	90 – –	- - nil.
T. T. Edwards - -	1 June –	Ditto.—Ditto in the letter bill branch of accounts	90 – –	- - nil.
G. R. Moore - -	10 Aug. 1841	Ditto.—Ditto in bye and cross road branch of accounts.	90 – –	- - nil.

ACCOUNTANT-GENERAL'S OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	Fees, Emoluments, &c.
G. Jenkins - -	15 Aug. 1841	Junior Clerk.—Employed in examining postmasters' requisitions for postage stamps.	90 – –	- - nil.
Henry Sheppard -	3 Sept. –	Ditto.—Ditto in the letter bill branch of accounts	90 – –	- - nil.
James Bright - -	1 Sept. –	Ditto.—Ditto in the London district post branch of accounts.	90 – –	£. 54. 12 *s.* for checking orders with postmasters' accounts in the Money Order Office.
Augustus Compton -	28 April 1842	Ditto.—Ditto in the letter bill branch of accounts	90 – –	£.54.12*s.*—Ditto.
R. M. Perring - -	18 April 1843	Ditto.—Assisting in the duties of the first principal clerk.	90 – –	- - nil.
G. St. Ledger Gordon -	21 Aug. –	Ditto.—Acknowledging receipt of remittances -	90 – –	- - nil.
M. Johnstone - -	8 June 1844	Ditto.—Employed in rural post and town delivery branch of accounts.	90 – –	- - nil.
William Court - -	25 June –	Ditto.—Ditto in copying postmasters' accounts and Parliamentary returns.	90 –	- - nil.
John Covey - -	17 Aug. 1838	Extra clerk.—Entering remittances from postmasters, and checking ship-letter accounts.	78 – –	- - nil.
James Hampton - -	5 May 1841	Ditto.—Employed in the bye and cross road branch of accounts.	78 – –	- - nil.
O. T. Barlow - -	8 Sept. –	Ditto.—Assisting the ledger-keeper - - -	78 – –	- - nil.
W. P. Mann - -	6 Feb. 1842	Ditto.—Employed in London district post branch of accounts.	78 – –	- - nil.
W. H. Baker - -	21 Feb. –	Ditto.—Ditto in accounts relating to postage stamps.	78 – –	- - nil.
W. F. Hatton - -	13 Dec. 1843	Ditto.—Ditto London district branch of accounts	78 – –	- - nil. (*N. B.*—All payments for extra duty are made from the Revenue.)

MONEY ORDER OFFICE.

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	Fees, Emoluments, &c. with Source from whence derived.
William Barth - -	12 Mar. 1841	President.—General superintendence of the Money Order Department.	500 – –	- - - nil.
Frederick R. Jackson -	20 Sept. 1838 (From commencement of the office.)	Chief Clerk.—Assisting in ditto - -	300 – –	- - - nil.
Charles H. Weatherley	16 Dec. 1839	Senior Clerk.—General duties in account room.	140 – –	- - - nil.
Daniel Tod - -	30 Dec. –	Ditto.—Balancing postmasters' daily accounts.	140 – –	- - - nil.
George Chetwynd -	27 Feb. 1840	Ditto - - - ditto - - -	140 – –	- - - nil.
Edward F. Walshe -	2 Mar. –	Ditto - - - ditto - - -	140 – –	- - - nil.
Henry T. Palmer -	2 Mar. –	Ditto - - - ditto - - -	140 – –	- - - nil.
Henry Bulpit - -	29 April –	Ditto - - - ditto - - -	140 – –	Four hours' extra morning and evening duty, at 10½*d.* per hour, when required.
Alfred Sedgwick -	5 Aug. –	Ditto.—Examining and checking postmasters' daily accounts.	140 – –	- - - nil.
Mont. W. Williams -	10 Aug. –	Ditto.—Attending to the transfer of orders, secretary's papers, &c.	140 – –	Four hours' extra morning and evening duty, at 10½*d.* per hour, when required.

MONEY ORDER OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	Fees, Emoluments, &c.
Frederick G. Lucy -	11 Aug. 1840	Senior Clerk.—Balancing receivers' daily money-order acccounts.	140 – –	Extra duty in balancing Irish and Scotch accounts, at 11 *d.* per page.
Charles J. Croke -	11 Oct. –	Ditto.—Examining and checking postmasters' daily accounts.	140 – –	- - - nil.
George F. Nott -	29 Oct. –	Ditto.—Miscellaneous duties in account-room.	140 – –	- - - nil.
Francis Court -	11 Dec. –	Ditto.—Examining and checking postmasters' daily accounts.	140 – –	- - - nil.
William Farmer -	11 Dec. –	Ditto.—Attending to remittance and stamp applications, disputed arrears, &c.	140 – –	Extra duty in balancing Irish and Scotch accounts, at 11 *d.* per page.
Joseph W. Galton -	11 Dec. –	Ditto.—Employed as clerk-assistant to the president.	140 – –	- - - ditto.
John C. Hobbs -	11 Dec. –	Ditto. — Paying orders presented through the bankers.	140 – –	Four hours' extra morning and evening duty, at 10½ *d.* per hour, when required.
James H. Crispin -	13 Aug. –	Junior Clerk. — Sorting advices and orders.	80 – –	- - - nil.
John W. Lettis -	11 Dec. –	Ditto.—Inspecting the performances of the duties in the ledger-room.	80 – –	Four hours' extra morning and evening duty, at 10½ *d.* per hour when required, and 10 *s.* 6 *d.* per week for superintendence of the general extra duty.
William Doyle -	17 Dec. –	Ditto.—Examining and checking the postmasters' daily accounts.	80 – –	- - - nil.
Courtenay Temple -	21 Dec. –	Ditto.—Assisting at the window, obtaining cash, &c.	80 – –	Four hours' extra morning and evening duty, at 10½ *d.* per hour, when required.
Charles F. Armstrong -	6 Jan. 1841	Ditto.—Keeping an account of stores, &c., and superintending the supply of advices, orders, accounts, &c.	80 – –	- - - ditto.
W. P. Inglis - -	25 Jan. –	Ditto. — Paying orders presented through the bankers.	80 – –	- - - ditto.
Walter Crouch - -	11 Feb. –	Ditto.—Attending to remittance and stamp applications, &c.	80 – –	- - - nil.
Richard J. Cale - -	12 Feb. –	Ditto.—Attending to the transfer of orders, secretary's papers, &c.	80 – –	- - - nil.
Edward Spencer - -	3 April –	Ditto.—Entering deputies' accounts in ledger.	80 – –	- - - nil.
James Douglas - -	28 April –	Ditto.—Balancing postmasters' daily accounts.	80 – –	Four hours' extra morning and evening duty, at 10½ *d.* per hour, when required.
John Hudson - -	10 June –	Ditto.—Entering deputies' accounts in ledger.	80 – –	- - - nil.
Charles James Campbell	21 May –	Ditto.—Balancing postmasters' daily accounts.	80 – –	- - - nil.
Thomas Percival -	22 May 1842	Ditto.—Sorting orders and advices -	80 – –	- - - nil.
George Bates - -	22 May –	Ditto.—Asisting at the paying windows	80 – –	- - - nil.
Charles Bertram - -	22 May –	Ditto.—Attending to remittance and stamp applications, &c.	80 – –	- - - nil.
James Hamilton - -	25 May –	Ditto.—Entering deputies' accounts in ledger.	80 – –	- - - nil.
William Haines - -	27 May –	Ditto - - - ditto - - - -	80 – –	- - - nil.
Henry Prall - -	4 June –	Ditto.—Paying orders presented by the public.	80 – –	Four hours' extra morning and evening duty, at 10½ *d.* per hour, when required.
John Walton - -	4 June –	Ditto.—Entering deputies' accounts in ledger.	80 – –	- - - ditto.
John Lloyd - -	7 June –	Ditto.—Examining and checking postmasters' daily accounts.	80 – –	- - - ditto.
James Y. Gooding -	19 June –	Ditto - - - ditto - - - -	80 – –	- - - nil.
Samuel Walliker -	12 July –	Ditto.—Attending to the correction of errors in deputies' accounts.	80 – –	- - - nil.
George Fawn - -	15 July –	Ditto.—Paying orders presented by the public.	80 – –	Four hours' extra morning and evening duty, at 10½ *d.* per hour, when required.
Charles S. W. Eicke -	17 July –	Ditto.—Issuing orders to the public -	80 – –	- - - ditto.
Richard Hall - -	26 July –	Ditto.—Balancing postmasters' daily accounts.	80 – –	- - - nil.

MONEY ORDER OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	Fees, Emoluments, &c.
Ebenezer Ellis -	22 July 1842	Probationary Clerk.—Entering deputies' accounts in ledgers.	70 – –	Four hours' extra morning and evening duty, at 10½*d.* per hour, when required.
Alfred Richardson	16 Sept. 1841	Ditto.—Miscellaneous duties in account room	70 – –	- - - ditto.
Edmund Sheppard	17 Sept. –	Ditto.—Examining and checking postmasters' daily accounts.	70 – –	- - - nil.
Thomas Wright -	21 Nov. –	Ditto.—Sorting orders and advices - -	70 – –	- - - nil.
David Williams -	17 Jan. 1842	Ditto.—Entering deputies' accounts in ledger	70 – –	- - - nil.
Oliver T. Wyndowe	21 May –	Ditto - - - - ditto - - - -	70 – –	Four hours' extra morning and evening duty, at 10½*d.* per hour, when required.
George Thompson	21 May –	Ditto.—Balancing postmasters' daily accounts	70 – –	- - - ditto.
Richard Jude -	21 May –	Ditto.—Issuing order to the public - -	70 – –	- - - ditto.
George S. Weedon	21 May –	Ditto.—Attending to errors and omissions of orders in deputies' accounts.	70 – –	- - - nil.
Egbert Jarman -	21 May –	Ditto.—Entering deputies' accounts in ledger	70 – –	- - - nil.
Thomas Ramsay -	21 May –	Ditto.—Miscellaneous duties in account room	70 – –	Four hours' extra morning and evening duty, at 10½*d.* per hour, when required.
Henry Partridge -	21 May –	Ditto.—Entering deputies' accounts in ledger	70 – –	- - - ditto.
John H. Man -	21 May –	Ditto - - - - ditto - - - -	70 – –	- - - ditto.
Frederick Parker	21 May –	Ditto. — Balancing postmasters' daily accounts.	70 – –	- - - ditto.
A. J. Williams -	21 May –	Ditto.—Entering deputies' accounts in ledgers	70 – –	- - - ditto.
John T. Hawkins	21 May –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
E. A. Hancock -	2 June –	Ditto - - - - ditto - - - -	70 – –	Four hours' extra morning and evening duty, at 10½*d.* per hour, when required.
John Mileham -	21 June –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
Thomas Richards	14 July –	Ditto. — Balancing postmasters' daily accounts.	70 – –	- - - nil.
Wm. J. D. Ready	18 July –	Ditto.—Entering postmasters' accounts in ledger.	70 – –	- - - nil.
Wm. Chas. Brown	15 July –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
Charles Bennett -	6 Aug. –	Ditto.—Attending to the transfer of orders, secretary's papers, &c.	70 – –	- - - nil.
Geo. Fras. Reveley	27 Aug. –	Ditto.—Entering postmasters' accounts in ledger.	70 – –	- - - nil.
Lewty Collingwood	17 Aug. –	Ditto.—Writing advices of orders issued at Chief-office.	70 – –	Four hours' extra morning and evening duty, at 10½*d.* per hour, when required.
Richard Peacock	12 Jan. 1843	Ditto.—Paying orders presented by the public.	70 – –	- - - ditto.
Chas. Edmund Bath	9 Feb. –	Ditto.—Attending to the transfer of orders, secretary's papers, &c.	70 – –	- - - nil.
Henry J. Hopkins	6 June –	Ditto.—Sorting orders and advices - -	70 – –	- - - nil.
Charles Berdmore	17 Aug. –	Ditto.—Entering postmasters' accounts in ledger.	70 – –	- - - nil.
Christopher Sayers	25 Oct. –	Ditto.—Attending to the transfer of orders, secretary's papers, &c.	70 – –	- - - nil.
Thomas Gunning	27 Nov. –	Ditto.—Entering postmasters' accounts in ledger.	70 – –	- - - nil.
Richard F. Gallot	4 Jan. 1844	Ditto. — Balancing postmasters' daily accounts.	70 – –	- - - nil.
Charles P. Measor	11 Jan. –	Ditto.—Examining and checking postmasters' daily accounts.	70 – –	- - - nil.
Matthew Dixon -	11 Jan. –	Ditto.—Attending to the correction of errors in orders, omissions, &c.	70 – –	- - - nil.
Frederic Millikin	11 Jan. –	Ditto.—Entering postmasters' accounts in ledger.	70 – –	- - - nil.
William Rushton	11 Jan. –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
George Hall -	20 Jan. –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
Isaac Nauson -	17 Jan. –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
Thomas M. Watson	19 Jan. –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
George N. Goodwin	22 Jan. –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
John M. King -	22 Jan. –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
George Stevenson	9 Feb. –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
Edward Bourne -	10 Feb. –	Ditto - - - - ditto - - - -	70 – –	- - - nil.
John Hunter -	12 Feb. –	Ditto.—Sorting advices and orders - -	70 – –	- - - nil.

(*continued*)

MONEY ORDER OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-Office Revenue. £. s. d.	Fees, Emoluments, &c.
S. Daniell	20 Feb. 1844	Probationary Clerk.—Entering postmasters' accounts in ledger.	70 – –	nil.
Wm. O. Bradley	15 Feb. –	Ditto.—Paying orders presented by the public.	70 – –	nil.
J. L. Nind	16 Feb. –	Ditto.—Entering postmasters' accounts in ledger.	70 – –	nil.
J. C. Sweetnam	20 Feb. –	Ditto - - - ditto - - -	70 – –	nil.
Thomas Hulburd	27 Feb. –	Ditto - - - ditto - - -	70 – –	nil.
H. Perkins	27 Feb. –	Ditto - - - ditto - - -	70 – –	nil.
Henry D. Mitchell	17 April –	Ditto.—Sorting duplicate advices for credit and debit.	70 – –	nil.
Robert C. M. Lumb	29 April –	Ditto.—Entering postmasters' accounts in ledger.	70 – –	nil.
Henry Davies	17 June –	Ditto.—Paying orders presented by the public.	70 – –	Four hours' extra morning and evening duty, at 10½*d.* per hour, when required.
John Thompson	10 July –	Ditto.—Entering postmasters' accounts in ledger.	70 – –	nil.
J. Marshall	22 Jan. –	Provisional Clerk.—Ditto - - -	78 – –	nil.
A. A. Burrow	16 Feb. –	Ditto.—Sorting orders and advices -	78 – –	nil.
Henry Compton	26 Dec. 1838	Extra Clerk.—Balancing postmasters' daily accounts.	78 – –	Four hours' extra morning and evening duty, at 10 ½ *d.* per hour, when required.
Edwin Collett	5 Nov. 1840	Ditto - - - - ditto - - -	78 – –	nil.
Thomas Gibbs	5 Mar. 1841	Ditto - - - - ditto - - -	78 – –	nil.
Henry White	8 Mar. –	Ditto.—Entering postmasters' accounts in ledger.	78 – –	nil.
Francis Turner	17 Feb. 1843	Ditto.—Examining and checking daily accounts.	78 – –	nil.
J. H. Harting	10 June 1842	Ditto.—Entering postmasters' accounts in ledger.	78 – –	Four hours' extra morning and evening duty, at 10½ *d.* per hour, when required.
John Lumb	5 July –	Ditto - - - - ditto - - -	78 – –	nil.
Thomas Yeadell	20 July –	Ditto.—Arranging orders, advices, accounts, &c.	78 – –	nil.
Richard S. Bell	10 Feb. 1843	Ditto.—Examining and checking daily accounts.	78 – –	nil.
Frederick Brown	14 Mar. –	Ditto.—Entering postmasters' accounts in ledger.	78 – –	nil.
William E. Clark	5 May –	Ditto - - - - ditto - - -	78 – –	Four hours' extra morning and evening duty, at 10½ *d.* per hour, when required.
Thomas Churchill	8 June –	Ditto - - - - ditto - - -	78 – –	nil.
Thomas B. C. Wise	25 Aug. –	Ditto - - - - ditto - - -	78 – –	nil.
Norman M'Kinnon	28 Aug. –	Ditto - - - - ditto - - -	78 – –	nil.
Thomas Goodsir	30 Nov. –	Ditto - - - - ditto - - -	78 – –	nil.
Felix Deforge	26 Dec. –	Ditto - - - - ditto - - -	78 – –	nil.
Arthur W. Forrest	22 Mar. 1844	Ditto.—Balancing branch office accounts, checking advices, &c.	78 – –	nil.
Charles J. M. Hawkins	23 Apr. –	Ditto.—Entering postmasters' accounts in ledger.	78 – –	nil.
James Jeffries	22 May –	Ditto.—Balancing branch office accounts, writing forms, &c.	78 – –	nil.
William Barnes	24 Apr. 1841	Messenger.—Arranging and putting away original and duplicate advices.	65 – –	Three hours' extra morning and evening duty, at 7½ *d.* per hour, when required.
E. Sheppard	7 Aug. 1843	Ditto.—Opening deputies' accounts, searching for orders for reference, arranging guard books, accounts, &c.	65 – –	ditto.
Clement Mossop	20 June 1842	Ditto.—President's messenger; making up and sending stores, &c. to deputies.	60 – –	ditto.
George Sawyer	19 Jan. 1844	Ditto.—Arranging debit and credit advices for ledger, posting accounts into guard books, &c.	60 – –	ditto.
William Blackett	23 Feb. –	Ditto.—Searching for advices, ledgers, journals, &c. for reference.	60 – –	ditto.
Charles Nelson	13 Nov. 1843	Porter.—Cleaning offices, &c. -	54 12 –	nil.

DEAD LETTER OFFICE.

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-Office Revenue. £. s. d.	Fees, Emoluments, &c. with Source from whence derived.
Charles Newton - -	To Accountant-general's Office 10 Oct. 1807; 6 Nov. 1824.	Inspector.—General superintendence of the business of the Dead-letter Office.	400 – –	50*l.* for loss of perquisites derived from sale of waste paper.
Edmund Laycock -	17 December 1806	First Clerk.—Examination of undelivered letters, and assisting the inspector in the general business of the office.	300 – –	- - - nil.
Henry W. Weedon -	27 April 1809 -	Senior Clerk.—Taking charge of undelivered letters containing property.	250 – –	15*l.* for attending to the sale of waste paper.
Frederick Tillyard -	11 March 1813 -	Ditto.—Examining the claims of the deputy postmasters in the colonies, and superintending the "returning" duty.	250 – –	- - - nil.
Charles Whittard -	2 August 1820 -	Ditto.—Opening the undelivered dead letters.	250 – –	
Thomas Galabin -	8 February 1823 -	Ditto.—Assisting the first clerk at the duty of disposing of undelivered letters containing property, and answering written applications for missing letters.	250 – –	
Edward Cartwright -	To Inland-office 29 Jan. 1829, full time allowed; to Dead-letter Office 20 July 1831.	Ditto.—Checking the claims of the deputy postmasters in England and Wales for dead and re-directed letters.	210 – –	Employed in the duties of the Money-order Office; paid at the rate of a guinea a week.
Charles R. G. Taylor -	To Inland-office 5 Jan. 1830; to Dead-letter Office 22 Aug. 1831.	Junior Clerk.—Assistant to first clerk in the examining duty.	130 – –	- - - nil.
John Kendle - -	13 June 1832 -	Ditto.—Examining and disposing of unpaid letters for foreign parts, to which prepayment of postage is necessary.	130 – –	
William S. Cox - -	19 April 1837 -	Ditto.—Assisting in the opening of undelivered letters.	100 – –	
Robert Mellersh -	5 July – -	Ditto - - ditto - - -	100 – –	
George R. Smith -	27 February 1839 -	Ditto.—Assisting in disposing of undelivered letters containing property, and answering personal inquiries.	100 – –	
Thomas Pellatt - -	13 April - – -	Ditto.—Assisting in examining undelivered letters.	100 – –	
William Lloyd - -	25 January 1840 -	Ditto.—Registering undelivered packets, and assisting in answering written applications for missing letters.	80 – –	- - - nil.
James H. Elphick -	25 January – -	Ditto.—Assisting in checking the claims of the deputy postmasters in England and Wales for dead letters.	80 – –	
William E. Pratt -	15 January – -	Ditto.—Assisting in the disposal of undelivered letters containing property.	80 – –	
Daniel L. Jones - -	14 August 1841 -	Ditto.—Assisting in checking the claims of the deputy postmasters in England and Wales for dead letters.	80 – –	
Charles W. Francis -	14 August – -	Ditto.—Assisting in the examination of dead letters.	80 – –	
Pendock W. Neale -	14 August – -	Ditto.—Assisting in the opening of undelivered letters.	80 – –	
William J. Chetwynd -	25 August – -	Ditto.—Returning undelivered letters to the writers, and attending the early duty in the Inland department to dispose of mis-sent and re-directed letters addressed to or passing through London.	80 – –	
Owen Howell - -	3 January 1843 -	Ditto - - ditto - - -	80 – –	
Daniel Moginie - -	7 February 1840 -	Ditto.—Returning dead letters -	78 – –	
William Cave - -	17 February – -	Extra Clerk.—Ditto - - -	78 – –	- - - nil.
William Murdock -	5 May 1843 -	Ditto - - ditto - - -	78 – –	

SHIP LETTER OFFICE.

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-Office Revenue.	GROSS ANNUAL INCOME. Fees, Emoluments, &c. with Source from whence derived.
			£. s. d.	£. s. d.
G. R. Huddlestone -	October 1814 -	Inspector.--Directing general business; preparing daily reports; examining postmasters' accounts; checking and signing orders for payment of gratuities, and return of overcharges.	400 – –	
H. Packham - -	October – -	Chief Clerk.—Entering mails to various parts; acknowledging mails from France; examining and entering notices to postmasters; superintending outward mails; assisting whenever required.	300 – –	
W. Hoskin - -	November – -	Senior Clerk.—Same as the preceding	250 – –	4 16 –
C. Ferguson - -	October 1826 -	Ditto.—Entering letters inward at outports; examining letters and newspapers paid in the country; listing unpaid letters and newspapers; preparing notices of error for postmasters; dispatching mails to various parts; correcting packet list.	250 – –	2 8 –
C. J. Baines - -	December – -	Junior Clerk.—Same as the above; and attendance at 5. 45. a. m. thrice a week, to prepare letters inward for distribution.	150 – –	4 16 –
R. W. Hawkes - -	July 1839 - -	Ditto.—Attendance at 5. 45. a. m. thrice a week, to prepare letters inward for distribution; entering mails to various parts; charging and entering letters inward brought to London; registering vessels for foreign parts; preparing orders for payment of gratuities and return of overcharges; dispatching mails to foreign parts.	110 – –	2 8 – The above sums are for attendance on Sundays, and are paid from the revenue.
E. Finch - - -	August 1840 -	Ditto.—Same as the above; except that he attends daily at 5. 45. a.m.	80 – –	
J. Gorton - - -	January 1841 -	Ditto.—Attending from 10 a.m. till 3 p. m., at the Custom House, to witness captains' declarations, and ascertain the clearance of outward vessels; and from 5 till 8 p. m. at the Ship-letter Office to dispatch mails.	80 – –	

INLAND OFFICE.

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-Office Revenue.	GROSS ANNUAL INCOME. Fees, Emoluments, &c. with Source from whence derived.
			£. s. d.	
William Bokenham -	27 Nov. 1820	Superintending President. — General superintendence of the Inland Department.	600 – –	Window fees, 39*l.* 8*s.* 4*d.*
Robert Watts (since deceased).	Nov. 1778	President.—Superintending the Sorting Office.	530 – –	Compensation for the loss of privilege in the sale of newspapers, 814*l.* Ditto for loss by abolition of private Money-order Office, 411*l.*
John Pope Neale (since superannuated).	22 Nov. 1796	Senior Clerk.—Receiving paid letters at the Cavendish-street Branch, granting money orders, &c.	450 – –	Compensation for loss of privilege in the sale of newspapers, 63*l.*

INLAND OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-Office Revenue. £. s. d.	Fees, Emoluments, &c.
Benjamin Vandergucht	27 Mar. 1797	President. — Superintendence of the Sorting Office.	530 – –	Compensation for loss of privilege in sale of newspapers, 56 *l.*
James Brown - -	1 Feb. 1800	Senior Clerk.—Sorting letters and accounts.	400 – –	- - - nil.
William Holgate -	27 Apr. 1801	President and Instructor of Junior Clerks.—Superintendence of the Sorting Office; teaching the junior clerks, &c.	465 – –	- - - nil.
James Lowther - -	6 Jan. 1802	President.—Superintending the receipt and dispatch of foreign mails.	470 – –	Window fees, 26 *l.* 5 *s.* 6½ *d.*; value of apartment, 30 *l.*
Thomas Moule - -	7 Nov. 1804	Senior Clerk.—Writing the name of the post town on letters badly or imperfectly addressed.	400 – –	- - - nil.
Louis Sylvester Clarac	30 June 1806	Inspector of Official Correspondence.—Receiving and dispatching the letters to and from the public offices.	440 – –	Extra duty in the Money-order Office, 27 *l.* 9 *s.* 6 *d.*
Charles Crakanthorp -	30 May 1807	Assistant President. — Assisting the Superintending President.	480 – –	- - - nil.
William Key - -	4 Sept. –	Senior Clerk.—Sorting letters and accounts.	300 – –	- - - nil.
W. George Moss -	4 Oct. –	Ditto.—Receiving paid letters at the Borough Branch Office; granting money orders, &c.	300 – –	- - - nil.
Charles Holworthy -	26 May 1808	Ditto.—Ditto at the Old Cavendish-street Branch Office.	300 – –	- - - nil.
Joseph Low - -	4 Aug. –	Ditto.—Ditto at the Charing-cross Branch Office.	300 – –	Compensation for the loss by abolition of the Private Money-order Office, 15 *l.*
Thomas Bird - -	4 Oct. –	Ditto.—Ditto at the Old Cavendish-street Branch Office.	300 – –	Value of apartment, 20 *l.*
William Packham -	25 Jan. 1810	Ditto.—Sorting letters and accounts -	300 – –	- - - nil.
Francis Welch - -	24 Apr. 1814	President.—Superintending the receipt and dispatch of foreign mails.	470 – –	Window fees, 26 *l.* 5 *s.* 6½ *d.*; value of apartment, 30 *l.*
William Joseph Ward -	3 June –	Senior Clerk.—Receiving paid letters at the window; delivering callers' letters, &c.	300 – –	Window fees, 45 *l.* 16 *s.* 9 *d.*
Henry Bourne - -	7 Oct. 1816	Vice-President. — Superintendence of the Sorting Office.	390 – –	Ditto - 22 *l.* 19 *s.* 9 *d.*
Richard White - -	1 Dec. 1817	Senior Clerk.—Sorting letters and accounts.	300 – –	- - - nil.
Thomas May Simson -	10 Apr. 1818	Ditto - - - ditto - - -	300 – –	Extra duty in Dead-letter Office, 41 *l.* 12 *s.*
Richard Newman -	14 Nov. –	Ditto.—Receiving bankers' parcels; checking the letter carriers' paid accounts, &c.	325 – –	- - - nil.
John Cookes - -	12 May 1819	Ditto.—Receiving paid letters at the Charing-cross Branch Office; granting money orders, &c.	300 – –	Compensation for loss by the abolition of the Private Money-order Office, 15 *l.*
Samuel Hamer - -	24 Apr. 1820	Inspector of Official Correspondence.—Receiving and dispatching the letters to and from the public offices.	330 – –	- - - nil.
George Wm. Graham -	23 Dec. 1822	Vice-President. — Superintendence of the Sorting Office.	250 – –	- - - nil.
Morris Paddon - -	10 May 1823	Senior Clerk.—Receiving paid letters at the Borough Branch Office; granting money orders, &c.	250 – –	- - - nil.
John Cicero M'Mahon	10 June –	Ditto.—Ditto at the Old Cavendish-street Branch Office.	250 – –	- - - nil.
Edward Hodd - -	22 Sept. –	Ditto.—Overlooking the messengers and men employed in the Sorting Office.	250 – –	Extra duty in the Account-ant-General's Office, 78 *l.*
Henry Meheux - -	29 July 1824	Ditto.—Receiving paid letters at the Borough Branch Office; granting money orders, &c.	200 – –	- - - nil.
Frederick Herbert -	12 May 1825	Ditto.—Receiving and superintending the delivery of foreign mails arriving between 10 a.m. and 4 p.m.; assisting in the Superintending President's Office.	350 – –	Window fees, 22 *l.* 19 *s.* 9 *d.*

INLAND OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-Office Revenue. £. s. d.	Fees, Emoluments, &c.
Robert Partridge -	9 Aug. 1825	Senior Clerk.—Sorting letters and accounts.	200 – –	Extra duty in Dead-letter Office, 10 *l.* 8 *s.*; ditto in Accountant-general's Office, 32 *l.* 15 *s.*
Thomas Henry Wilson	1 Dec. –	Ditto.—Receiving paid letters at the window; delivering callers' letters, &c.	200 – –	Window fees, 25 *l.* 16 *s.* 9 *d.*
William Charles Wood	20 Dec. –	Ditto.—Sorting letters and accounts -	200 – –	- - - nil.
George Huxham Wynn	31 Dec. –	Vice-President. — Superintendence of the Sorting Office.	240 – –	- - - nil.
Albert Pennington -	7 June 1826	Senior Clerk.—Receiving paid letters at the window; delivering callers' letters, &c.	200 – –	Window fees, 25 *l.* 16 *s.* 9 *d.*
William Blott - -	15 July 1828	Inspector of Official Correspondence and Clerk to the Superintending President.—Assisting in the Superintending President's Office; receiving and dispatching letters to and from the public offices, &c.	272 10 –	- - - nil.
Wm. Hawkins Adams	9 June 1829	Senior Clerk.—Receiving bankers' parcels and checking letter carriers' paid-letter accounts.	225 – –	- - - nil.
George Vintner Holmes	3 Feb. 1830	Ditto.—Sorting letters and accounts -	160 – –	Extra duty in Dead-letter Office, 41 *l.* 12 *s.*
Rhys Williams - -	11 June –	Ditto.—Receiving paid letters at the window; delivering callers' letters, &c.	160 – –	Window fees, 25 *l.* 16 *s.* 9 *d.*
William Cheshire -	16 Nov. –	Ditto.—Sorting letters and accounts -	160 – –	- - - nil.
Charles Wm. Barnard -	31 Oct. 1829	Ditto, and Clerk to the Superintending President. — In charge of registered letters, and assisting in the Superintending President's Office.	201 12 –	- - - nil.
Charles Johnson - -	27 Dec. 1830	Senior Clerk.—Sorting letters and accounts.	160 – –	Extra duty in Money-order Office, 54 *l.* 19 *s.*
William Gladstone -	27 Aug. 1831	Ditto - - - ditto - - -	200 – –	Window fees, 13 *l.* 2 *s.* 9 *d.*; extra duty in Secretary's Office, 12 *l.* 10 *s.*
John Hinton - -	21 Sept. –	Ditto - - - ditto - - -	130 – –	Extra duty in Dead-letter Office, 41 *l.* 12 *s.*
James Brodie - -	21 Sept. –	Inspector of Official Correspondence and Clerk to Superintending President. — Receiving and dispatching the public office letters, assisting in the Superintending President's Office.	187 10 –	- - - nil.
Charles John Whiting	7 Feb. 1832	Clerk.— Overlooking the messengers and men employed in the Sorting Office.	130 – –	Extra duty in the Dead-letter Office, 41 *l.* 12 *s.*
Edward John Smith -	7 Feb. –	Ditto.—Writing the name of the post town on letters badly or imperfectly addressed.	130 – –	Ditto - - 41 *l.* 12 *s.*
Henry Matthews -	4 Feb. –	Ditto.—Receiving paid letters at the Lombard-street Branch Office, granting money orders, &c.	130 – –	Window fees, 8 *l.*
Edward James - -	15 July –	Acting as Surveyor's Clerk - -	200 – –	Ditto - - 13 *l.* 2 *s.* 9 *d.*
Wm. De Lisle Berdmore	10 Sept. –	Clerk.—Sorting letters and accounts -	150 – –	Value of apartment, 55 *l.*; window fees, 9 *l.* 17 *s.* 1 ½ *d.*
Arthur Graham - -	13 Oct. –	Ditto - - - ditto - - -	130 – –	Extra duty in the Dead-letter Office, 13 *l.* 12 *s.*
Henry Mellersh - -	23 Apr. 1834	Ditto - - - ditto - - -	130 – –	Ditto - 41 *l.* 12 *s.*
Thomas Boucher -	18 Aug. –	Ditto - - - ditto - - -	110 – –	Ditto - 41 *l.* 12 *s.*
George Kellner - -	21 Oct. –	Ditto - - - ditto - - -	110 – –	Value of apartment, 35 *l.*; extra duty in the Secretary's Office, 76 *l.* 19 *s.* 7 *d.*; window fees, 9 *l.* 17 *s.* 1 ½ *d.*
Henry Hutchins - -	5 Apr. 1835	Ditto.—Receiving paid letters at the Lombard-street Branch Office, granting money orders, &c.	110 – –	Window fees, 8 *l.*
George Davies - -	19 Aug. –	Ditto.—In charge of registered letters -	110 – –	- - - nil.
William Saunders -	5 Apr. 1836	Ditto.—Sorting letters and accounts -	110 – –	Value of apartment, 54 *l.* 12 *s.*; window fees, 9 *l.* 17 *s.* 1 ½ *d.*

INLAND OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-Office Revenue. £. s. d.	Fees, Emoluments, &c.
Henry Jones - -	23 Apr. 1836	Clerk.—Sorting letters and accounts -	110 – –	Extra duty in the Money-order Office, 53*l.* 18*s.*
John Nicholson - -	23 May –	Ditto - - - ditto - - -	110 – –	Value of apartment, 30*l.*; window fees, 6*l.* 11*s.* 4*d.*; extra duty, Dead-letter Office, 31*l.* 4*s.*
Uniacke Ronayne -	28 Oct. –	Ditto - - - ditto - - -	110 – –	Extra duty in the Money-order Office, 78*l.* 19*s.* 8*d.*
Thomas Turner - -	31 Jan. 1837	Ditto - - - ditto - - -	110 – –	Ditto - - 27*l.* 6*s.*
Daniel Ely - -	22 Mar. –	Ditto - - - ditto - - -	110 – –	Ditto - - 54*l.* 19*s.*
Charles Millard Beddoe	31 Mar. –	Ditto - - - ditto - - -	110 – –	Extra duty in the Dead-letter Office, 7*l.* 14*s.* 8*d.*
George Tuck - -	5 May –	Ditto - - - ditto - - -	110 – –	Extra duty in the Money-order Office, 53*l.* 4*s.*
John Gardner - -	15 Aug. –	Ditto - - - ditto - - -	110 – –	Ditto - - 27*l.* 6*s.*
Edward Davies - -	20 Nov. –	Ditto - - - ditto - - -	110 – –	- - - nil.
Archibald Gilchrist -	17 May 1838	Ditto - - - ditto - - -	110 – –	Value of apartment, 40*l.*; window fees, 6*l.* 11*s.* 4*d.*
John Lawson - -	29 May –	Ditto - - - ditto - - -	110 – –	- - - nil.
William Mansfield King	1 June –	Ditto - - - ditto - - -	110 – –	Extra duty in the Secretary's Office, 64*l.* 4*s.* 2*d.*; value of apartment, 30*l.*; window fees, 6*l.* 11*s.* 4*d.*
William Tull - -	26 July –	Ditto - - - ditto - - -	110 – –	Extra duty in Money-order Office, 54*l.* 19*s.*
George Dundas Jones -	4 Nov. –	Ditto.—Receiving foreign paid letters at the window.	110 – –	Value of apartment, 35*l.*; window fees, 5*l.* 5*s.* 1*d.*
George Chinner Barlow	8 Dec. –	Ditto.—Sorting letters and accounts -	110 – –	Extra duty in Money-order Office, 27*l.* 6*s.*
James Douglas Cowan	6 Jan. 1839	Ditto.—Receiving paid letters at the Lombard-street Branch Office, granting money orders, &c.	110 – –	Value of apartment, 50*l.*; window fees, 13*l.* 5*s.* 1*d.*
William Hamilton -	7 Jan. –	Ditto.—Sorting letters and accounts -	110 – –	Extra duty in Money-order office, 1*l.* 15*s.*
John Fowler Liffen -	7 Jan. –	Ditto - - - ditto - - -	110 – –	Ditto - - 27*l.* 6*s.*
Thomas William Angell	8 Jan. –	Ditto - - - ditto - - -	110 – –	- - - nil.
William Goodall -	2 Jan. –	Ditto - - - ditto - - -	110 – –	Extra duty in the Money-order Office, 54*l.* 19*s.*
John Milton - -	7 Jan. –	Ditto - - - ditto - - -	110 – –	Ditto - - 27*l.* 6*s.*
George Armstrong -	16 Jan. –	Ditto.—Receiving paid letters at the Charing Cross Branch Office, granting money orders, &c.	110 – –	Value of apartment, 50*l.*, window fees, 5*l.* 5*s.* 1*d.*
Benjamin Adams -	6 Apr. –	Ditto.—Sorting letters and accounts -	90 – –	- - - nil.
Henry Chenery - -	9 Nov. –	Junior Clerk - ditto - - -	70 – –	Extra duty in the Money-order Office, 27*l.* 6*s.*
John Luckhurst - -	23 Mar. 1840	Ditto - - - ditto - - -	70 – –	- - - nil.
Edward Drake - -	11 Feb. –	Ditto - - - ditto - - -	70 – –	Extra duty in the Money-order Office, 25*l.* 11*s.*
William Garrett Lewis	31 Jan. –	Ditto - - - ditto - - -	70 – –	- - - nil.
William Maxey - -	5 Feb. –	Ditto - - - ditto - - -	70 – –	- - - nil.
Alfred Smallfield -	17 Feb. –	Ditto - - - ditto - - -	70 – –	- - - nil.
Matthew Wood - -	20 Feb. –	Ditto - - - ditto - - -	70 – –	- - - nil.
William Carroll - -	16 Mar. –	Ditto - - - ditto - - -	70 – –	Extra duty in the Money-order Office, 27*l.* 6*s.*
William Hillmer -	18 Mar. –	Ditto - - - ditto - - -	70 – –	Ditto - - 27*l.* 6*s.*
Francis Salisbury -	6 Apr. –	Ditto.—In charge of registered letters -	70 – –	Ditto - - 27*l.* 6*s.*
John Berry Adams -	16 May –	Ditto.—Sorting letters and accounts -	70 – –	- - - nil.
Alfred Hubbard - -	19 May –	Ditto - - - ditto - - -	70 – –	Extra duty in the Money-order Office, 54*l.* 12*s.*
William Kimpton -	5 Aug. –	Ditto - - - ditto - - -	70 – –	Extra duty in the Dead-letter Office, 13*l.* 1*s.* 4*d.*
Sydney Hampden Wybrow.	12 Aug. –	Ditto - - - ditto - - -	70 – –	Ditto - - 4*l.*
Andrew Glynn - -	25 Aug. –	Ditto - - - ditto - - -	70 – –	- - - nil.
Edward Karstadt -	13 Aug. –	Ditto - - - ditto - - -	70 – –	- - - nil.
Thomas Lloyd Powell	31 Dec. –	Ditto - - - ditto - - -	70 – –	Extra duty in the Money-order Office, 54*l.* 12*s.*

(*continued*)

INLAND OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-Office Revenue. £. s. d.	Fees, Emoluments, &c.
John Douglas Sutherland.	6 Jan. 1841	Junior Clerk.—Sorting letters and accounts.	70 – –	Extra duty in the Superintending President's Office, Inland Office, 1*l.* 8*s.*
Wm. James Plant -	6 Jan. –	Ditto.—In Charge of registered letters	70 – –	- - - nil.
John Allbut Walford -	12 Jan. –	Ditto.—Sorting letters and accounts -	70 – –	- - - nil.
Thomas Grimer - -	5 Feb. –	Ditto - - - ditto - - -	70 – –	Extra duty in the Money-order Office, 27*l.* 6*s.*
Charles Williams -	8 Feb. –	Ditto - - - ditto - - -	70 – –	- - - nil.
James Lovett - -	5 Feb. –	Ditto - - - ditto - - -	70 – –	Extra duty at the Cavendish-street Branch Office, 27*l.* 6*s.*
George Rablah - -	15 Feb. –	Ditto - - - ditto - - -	70 – –	- - nil.
Robert Sexton Smith -	18 Feb. –	Ditto - - - ditto - - -	70 – –	- - nil.
James Sansom - -	31 May –	Ditto - - - ditto - - -	70 – –	- - nil.
William Roberts -	16 July –	Ditto - - - ditto - - -	70 – –	- - nil.
Jonathan King - -	26 July –	Ditto - - - ditto - - -	70 – –	Extra duty in Superintending President's Office, Inland Office, 2*l.* 7*s.*
Benjamin Perkins -	11 Aug. –	Ditto - - - ditto - - -	70 – –	- - nil.
Wm. Frederick Potts -	18 Aug. –	Ditto - - - ditto - - -	70 – –	- - nil.
William Saunders -	2 Sep. –	Ditto.—Opening bags, sorting letters and accounts.	70 – –	- - nil.
David Davies - -	8 Sep. –	Ditto - - - ditto - - -	70 – –	- - nil.
John Hemmens - -	10 Dec. –	Ditto - - - ditto - - -	70 – –	- - nil.
Richard Harvey Crakanthorp.	24 Jan. 1842	Ditto - - - ditto - - -	70 – –	Extra duty in Dead-letter Office, 13*l.* 12*s.*
James Margetson -	4 Feb. –	Ditto - - - ditto - - -	70 – –	- - nil.
Stillam Walton -	19 Dec. –	Ditto - - - ditto - - -	70 – –	- - nil.
ephen Stephenson -	13 Jan. 1843	Ditto - - - ditto - - -	70 – –	- - nil.
Abraham Watson -	13 Feb. –	Ditto - - - ditto - - -	70 – –	- - nil.
Joseph Thyer - -	8 Mar. –	Ditto - - - ditto - - -	70 – –	Extra duty, Cavendish-street Branch Office, 13*l.* 13*s.*
William Sisson - -	13 Mar. –	Ditto - - - ditto - - -	70 – –	- - nil.
William Hy. Hibburd -	20 May –	Ditto - - - ditto - - -	70 – –	- - nil.
Henry Key - -	9 June –	Ditto - - - ditto - - -	70 – –	- - nil.
Edward Churchill -	6 July –	Ditto - - - ditto - - -	70 – –	- - nil.
William Albertini Arnati	27 Dec. –	Ditto - - - ditto - - -	70 – –	- - nil.
Douglas Fisher - -	6 Apr. 1844	Ditto - - - ditto - - -	70 – –	- - nil.
Wm. Charles Lyon -	29 Apr. –	Ditto - - - ditto - - -	70 – –	- - nil.
George Edward Brockwell.	29 May –	Ditto - - - ditto - - -	70 – –	- - nil.
Joseph Wheatley -	5 Dec. 1824	Packet Mail Clerk.—Examining and preparing letters for dispatch by the various mail packets.	200 – –	- - nil.
George John Nash -	11 Aug. 1837	Ditto - - - ditto - - -	150 – –	- - nil.
William Lugsdin -	18 Oct. 1829	Tick Clerk.—Checking the arrival of the bags from the country, the branch offices and receiving-houses, and from the public offices.	120 – –	Extra duty in superintending President's Office, Inland Office, 8*l.* 8*s.*
George Sedgewick -	22 May 1835	Ditto - - - ditto - - -	70 – –	- - nil.
Joseph King - -	19 July 1808	Principal Messenger.—Superintending the messengers' duties, and answering enquiries in the lobby.	120 – –	Christmas-boxes, 2*l.*
John Francis - -	8 Feb. 1809	Board Room Messenger.—In attendance at the Secretary's Office.	110 – –	Allowance for distributing stores, 21*l.*; compensation for waste paper, 8*l.*
Thomas Hood - -	17 Feb. 1810	Principal Ditto.—Superintending the messengers' duties, and answering enquiries in the lobby.	120 – –	Christmas-boxes, 2*l.*
James Holbrow - -	5 Nov. 1816	Senior Ditto.—In attendance upon the Postmaster-General.	100 – –	Extra duty, 21*l.* 18*s.*
William Davies - -	17 Apr. 1818	Ditto Ditto.—Answering enquiries in the lobby, stamping, &c.	100 – –	Extra duty and Christmas-boxes, 11*l.* 12*s.* 6*d.*
Edward Warneford -	10 Oct. 1825	Messenger.—In attendance at the Secretary's Office.	100 – –	Ditto, 21*l.* 15*s.*
George Tapp - -	14 Sep. 1826	Ditto - - - ditto - - -	90 – –	Ditto, 20*l.* 11*s.* 6*d.*
William Benham -	27 Apr. 1828	Messenger.—Stamping, carrying bags, &c.	90 – –	Extra duty, and Christmas-boxes, 23*l.* 3*s.*

INLAND OFFICE—*continued.*

NAME.	DATE of Appointment.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post-Office Revenue. £. s. d.	Fees, Emoluments, &c.
William Long	8 Oct. 1828	Messenger.—Answering inquiries in the lobby, stamping, &c.	90 – –	Extra duty and Christmas-boxes, 25*l.* 13*s.* 6*d.*
Samuel Pettit	17 Feb. 1829	Ditto.—In charge of the empty bags from the receiving-houses, and of the dated stamps.	90 – –	Ditto - 32*l.* 19*s.* 6*d.*
John Dell	8 Mar. 1831	Ditto - - - - ditto - - -	90 – –	Ditto - 22*l.* 14*s.*
Daniel Wyles	8 Mar. –	Ditto.—Storekeeper - - - -	90 – –	Ditto - 23*l.* 10*s.*
William Bird	2 Apr. –	Ditto.—Stamping, carrying bags, &c. -	90 – –	Ditto - 44*l.* 17*s.*
John Reynolds	3 Mar. 1832	Ditto - - - - ditto - - -	90 – –	Ditto - 18*l.* 14*s.*
Donald Bain	9 Apr. –	Ditto - - - - ditto - - -	90 – –	Ditto - 24*l.* 11*s.*
Richard Craddock	4 June –	Ditto - - - - ditto - - -	80 – –	Ditto - 25*l.* 4*s.* 6*d.*
Charles Bullbeck	12 Jan. 1833	Ditto - - - - ditto - - -	80 – –	Ditto - 28*l.* 14*s.* 6*d.*
John Bailey	3 Mar. 1834	Ditto - - - - ditto - - -	80 – –	Ditto - 22*l.* 4*s.*
William Frampton	5 Mar. –	Ditto.—In attendance at the Secretary's Office.	80 – –	Ditto - 21*l.* 10*s.* 6*d.*
Martin Dexter	7 Mar. –	Ditto.—Stamping, carrying bags, &c. -	80 – –	Ditto - 14*l.* 5*s.*
John Forbes	10 Dec. –	Ditto - - - - ditto - - -	80 – –	Ditto - 19*l.* 13*s.*
William Gordon	31 May 1836	Ditto - - - - ditto - - -	80 – –	Ditto - 13*l.* 5*s.*
Henry Wood	24 Sep. 1838	Ditto - - - - ditto - - -	80 – –	Ditto - 24*l.* 2*s.* 6*d.*
John Childs	15 Oct. –	Ditto - - - - ditto - - -	80 – –	Ditto - 24*l.* 11*s.*
Frederick Riminton	15 Oct. 1839	Ditto.—Doorkeeper - - - -	80 – –	Ditto - 23*l.* 4*s.* 6*d.*
John Rudkin	26 Dec. –	Ditto.—Stamping, carrying, bags, &c. -	70 – –	Ditto - 23*l.* 14*s.*
William Hunt	26 Dec. –	Ditto - - - - ditto - - -	70 – –	Ditto - 20*l.* 19*s.* 6*d.*
Edward Wallis	26 Dec. –	Ditto - - - - ditto - - -	70 – –	Ditto - 22*l.* 1*s.*
Thomas Fisher	26 Dec. –	Ditto - - - - ditto - - -	70 – –	Ditto - 20*l.* 16*s.*
Isaac Cook	26 Dec. –	Ditto - - - - ditto - - -	70 – –	Ditto - 18*l.* 11*s.*
Henry Kendal	26 Dec. –	Ditto - - - - ditto - - -	70 – –	Ditto - 20*l.* 8*s.* 6*d.*
John Davy	26 Dec. –	Ditto - - - - ditto - - -	70 – –	Ditto - 22*l.* 5*s.*
William Bunn	26 Dec. –	Ditto - - - - ditto - - -	70 – –	Ditto - 11*l.* 11*s.* 9*d.*
Henry Hollibone	26 Dec. –	Ditto - - - - ditto - - -	70 – –	Ditto - 21*l.* 18*s.* 4*d.*
John Beckett	26 Dec. –	Ditto - - - - ditto - - -	70 – –	Ditto - 5*l.* 9*s.*
Francis Hallett	26 Dec. –	Ditto - - - - ditto - - -	65 – –	Ditto - 20*l.* 13*s.* 6*d.*
Joshua Ball	26 Dec. –	Ditto - - - - ditto - - -	65 – –	Ditto - 23*l.* 6*s.* 6*d.*
John Clayton	26 Dec. –	Ditto - - - - ditto - - -	65 – –	Ditto - 24*l.* 3*s.*
Henry Axam	1 Jan. 1840	Ditto - - - - ditto - - -	65 – –	Ditto - 18*l.* 5*s.*
William Barnes	31 Dec. 1839	Ditto.—Employed in the Money-order Office.	65 – –	Ditto - 18*l.* 14*s.* 5*d.*
John Dassett	1 Jan. 1840	Ditto.—Stamping letters, carrying bags, &c.	65 – –	Ditto - 20*l.* 6*s.*
Thomas Small	1 Jan. –	Ditto.—Stamping, carrying bags, &c. -	65 – –	Ditto - 18*l.* 10*s.*
Edward Fitzgerald	1 Jan. –	Ditto - - - - ditto - - -	65 – –	Ditto - 14*l.* 17*s.*
James Smith	2 Apr. –	Ditto - - - - ditto - - -	65 – –	Ditto - 15*l.* 10*s.* 6*d.*
Samuel Andrews	7 Mar. 1841	Ditto - - - - ditto - - -	65 – –	Ditto - 18*l.* 9*s.*
Edward Emsley	10 Apr. –	Ditto - - - - ditto - - -	65 – –	Ditto - 19*l.* 12*s.*
Charles Hammond	19 Apr. –	Ditto - - - - ditto - - -	65 – –	Ditto - 17*l.* 17*s.* 6*d.*
David Airth	8 Dec. –	Ditto - - - - ditto - - -	65 – –	Ditto - 11*l.* 14*s.*
Joseph Pook Shepherd	3 June 1843	Ditto.—Employed in the Money-order Office.	65 – –	Ditto - 21*l.* 3*s.*
Thomas Richardson	9 Aug. –	Ditto.—Stamping letters, carrying bags, &c.	65 – –	Estimated for Twelve Months. Ditto, 16*l.* 4*s.* 7*d.*
Richard Porter	29 Sept. –	Ditto - - - - ditto - - -	65 – –	Estimated for Twelve Months. Ditto, 9*l.* 9*s.* 1*d.*
David Martindale	3 Jan. 1844	Ditto - - - - ditto - - -	65 – –	Estimated for Twelve Months. Ditto, 17*l.* 5*s.*
Joseph Bedford	19 Jan. 1815	Watchman.—Watching the building at night.	81 18 –	- - - nil.
William Townsend	5 Dec. 1831	Ditto - - - - ditto - - -	54 12 –	Extra duty and Christmas-boxes, 8*l.* 6*s.*
Robert Tyrrell	8 Dec. 1829	Police Officer.—In attendance at the arrival and dispatch of the mails, and during the day.	92 – –	Extra duty, 4*l.* 15*s.*
William Wiles	5 Feb. 1818	Bagman.—In charge of the empty bags	150 – –	Christmas-boxes, 1*l.*; sale of old worn-out bags, 3*l.*
William Wiles	7 Aug. 1840	Ditto.—Assisting in charge of the empty bags.	65 – –	Christmas-boxes, 1*l.*
George Bounsall	6 Dec. 1831	Ditto - - - - ditto - - -	52 – –	Extra duty, 15*l.*
Alexander Grant	20 Feb. 1832	Porter.—Gatekeeper - - - -	54 12 –	- - - nil.

GENERAL POST-LETTER CARRIERS' OFFICE.

NAME.	DATE of Appointment.	NATURE OF DUTY.	GROSS ANNUAL INCOME. SALARY Paid from the Post-Office Revenue.	FEES, Emoluments, &c.
			£. s. d.	
Frederic Kelly -	17 Nov. 1819	Inspector of letter-carriers - -	350 – –	- - On my appointment to the Office of Inspector of Letter-carriers in 1836, I

was required to purchase the copyright of the Post-office London Directory.

For some years subsequently the book was opposed by Robson's London Directory, of which I, nearly two years since, purchased the copyright; and the joint work is now published as the "Post Office Directory."

The work is carried on by a large private capital, supported by the official resources.

Under the circumstances I am not able to decide in what proportions the result is to be attributed to either, but the total difference between expenditure and receipts on the work published for 1844, was 1,276 *l.* 4 *s.* 7 *d.*

F. Kelly.

				Directory:	
William Rackley -	5 Feb. 1811	Assistant-inspector of letter-carriers -	250 – –	£. 117 – 6	Salaries and emoluments calculated to 5 July 1844.
John Playle - -	9 Apr. 1822	Ditto - - - - - -	180 – –	30 – –	
Thomas Russell -	20 Nov. 1826	Ditto - - - - - -	150 – –	25 – –	
Thomas Boyden -	16 July 1829	Ditto - - - - - -	130 – –	20 – –	
Thomas B. Cook -	19 Apr. 1833	Ditto - - - - - -	104 10 –	15 – –	
Abraham Swift -	7 June 1837	Ditto - - - - - -	104 10 –	10 – –	
Willis Clare - -	1 Mar. 1834	Ditto - - - - - -	104 10 –	10 – –	

GENERAL POST SUBSORTERS.

NAME.	Rotation.	DATE of Appointment.	NATURE of DUTY.	GROSS ANNUAL INCOME. SALARY from the Revenue.	Fees, Emoluments, &c. by Early Delivery, Compensation, Midday Cart and Bag Duties, Bell & Christmas Gratuities.	
				£. s. d.	£. s. d.	
Charles Higley - -	1	20 Sept. 1809	Subsorter -	110 – –	15 – –	Salaries calculated to the 5th July 1844.—Emoluments calculated to the 5th January 1844.
Robert Hitchens - -	2	25 Apr. 1810	„	110 – –	12 10 –	
Richard Baker - -	3	3 Sept. –	„	110 – –	10 – –	
James Johnson - -	4	11 Nov. 1811	„	110 – –	6 – –	
William Whiting - -	5	28 Feb. 1812	„	110 – –	24 10 –	
Daniel Sills - - -	6	4 Mar. 1815	„	110 – –	5 – –	
John Fleet - - -	7	19 Aug. 1816	„	110 – –	16 10 –	
Henry D. Clements - -	8	11 Mar. 1817	„	110 – –	18 10 –	
Henry Reed - - -	9	8 Mar. 1819	„	110 – –	—	
William Last - - -	10	4 May 1820	„	110 – –	22 6 –	
James Darvill - - -	11	31 Jan. 1822	„	100 – –	7 2 6	
Charles G. Dupont - -	12	7 Feb. –	„	100 – –	4 5 6	
Philip Webster - -	13	17 Apr. 1823	„	100 – –	5 – –	
Thomas Topper - -	14	2 Aug. –	„	100 – –	5 – –	
William Archer - -	15	13 May 1826	„	100 – –	7 7 –	
John Crutch - - -	16	1 Aug. –	„	100 – –	11 10 –	
William Attwater - -	17	9 Mar. 1827	„	100 – –	5 – –	
William Thorne - -	18	10 Mar. –	„	100 – –	20 16 –	
Thomas Tite - - -	19	12 Mar. –	„	100 – –	5 10 –	
Edward Fosdick - -	20	8 Feb. 1830	„	100 – –	20 15 –	
Frederick Cox - - -	21	28 July 1831	„	90 – –	14 10 –	
Charles Oxley - - -	22	9 Jan. 1832	„	90 – –	6 6 –	
George Kent - - -	23	16 Oct. 1824	„	90 – –	7 – –	
Joseph Mantle - - -	24	20 Oct. 1832	„	90 – –	1 2 –	
John Puttick - - -	25	15 Jan. 1833	„	90 – –	26 6 –	
William J. Reed - -	26	18 Mar. –	„	90 – –	21 – –	
Henry Powell - - -	27	1 May –	„	90 – –	5 – –	
William Newman - -	28	5 Feb. 1834	„	90 – –	22 – –	
William C. Oliver - -	29	8 Feb. –	„	90 – –	3 – –	
Thomas Freeman - -	30	14 Feb. –	„	90 – –	10 – –	
Joseph O'Hunt - -	31	15 Feb. –	„	80 – –	24 – –	
Henry Rice - - -	32	25 Mar. –	„	80 – –	15 10 –	
Richard Aldridge - -	33	8 Feb. –	„	80 – –	20 10 –	
John Andrews - -	34	2 Apr. –	„	80 – –	15 10 –	

GENERAL POST SUBSORTERS—*continued.*

NAME.	Rotation	DATE of Appointment.	NATURE of DUTY.	GROSS ANNUAL INCOME. SALARY from the Revenue. £. s. d.	FEES, Emoluments &c. £. s. d.
George Rice	35	6 Apr. 1834	Subsorter	80 – –	8 5 6
John Bennett	36	29 Dec. –	,,	80 – –	16 10 –
Richard Reeves	37	11 Jan. 1836	,,	80 – –	—
Richard Langley	38	11 Mar. 1835	,,	80 – –	5 – –
William J. Keene	39	13 Aug. –	,,	80 – –	9 – –
John Boatwright	40	28 Nov. –	,,	80 – –	5 – –
Robert Scales	41	11 Aug. 1834	,,	80 – –	12 10 –
James Dace	42	20 Feb. 1835	,,	80 – –	5 – –
Robert Bird	43	4 Mar. –	,,	80 – –	—
Jonathan Roberts	44	23 July –	,,	80 – –	—
James Maidlow	45	24 Dec. –	,,	80 – –	6 – –
Alfred W. Cooper	46	4 Mar. 1836	,,	80 – –	—
William Green	47	27 June –	,,	80 – –	5 – –
Thomas H. Rahill	48	1 Oct. –	,,	80 – –	1 5 –
John Goodwin	49	24 July 1829	,,	80 – –	—
Thomas Fox	50	7 Nov. 1832	,,	80 – –	—
Robert Bauldry	51	30 Aug. 1833	,,	80 – –	—
Richard Gallin	52	23 Jan. 1834	,,	80 – –	6 10 –
Thomas Brown	53	23 Jan. –	,,	80 – –	—
James Angus	54	6 Nov. –	,,	80 – –	2 – –
Thomas Vaus	55	28 Dec. 1835	,,	80 – –	3 – –
Thomas Mitchell	56	22 Apr. 1836	,,	80 – –	—
Joseph Wright	57	6 May –	,,	80 – –	—
John Belton	58	4 Dec. 1834	,,	80 – –	5 6 –
James Steele	59	27 May 1836	,,	80 – –	—
Henry Stone	60	29 Aug. –	,,	80 – –	2 10 –
Abraham Thacker	61	7 Dec. –	,,	80 – –	8 10 –
Joseph Bradshaw	62	29 May 1837	,,	80 – –	6 10 –
Wm. Goodson	63	9 Aug. –	,,	80 – –	2 – –
Alexander Watt	64	5 July 1838	,,	80 – –	4 – –
William Bliss	65	7 July –	,,	80 – –	2 – –
Robert Potter	66	23 Oct. –	,,	80 – –	—
William F. G. Strong	67	23 Jan. 1834	,,	80 – –	—
John Clark	68	4 Apr. 1837	,,	80 – –	3 18 –
James Howard	69	23 May –	,,	80 – –	3 – –
James Lord	70	16 Sep. –	,,	80 – –	—
James Ferguson	71	10 Mar. 1838	,,	80 – –	—
George Falls	72	27 June –	,,	80 – –	4 9 –
Jeremiah Godfrey	73	25 Feb. 1839	,,	80 – –	—
John Colman	74	15 Sept. 1837	,,	80 – –	4 10 –
Isaac Dean	75	23 Jan. 1834	,,	80 – –	—
Henry Hobbs	76	10 July 1837	,,	80 – –	—
Joseph French	77	14 Dec. –	,,	80 – –	—
Richard Sayers	78	24 Sept. 1838	,,	80 – –	—
Richard F. Jacob	79	21 May –	,,	80 – –	—
Wm. G. Dunstall	80	16 May 1839	,,	80 – –	—
James Green	81	6 Aug. –	,,	80 – –	—
Henry Weaver	82	27 Aug. –	,,	80 – –	2 10 9
Henry Smith	83	28 Dec. –	,,	80 – –	—
Samuel Cattlin	84	13 Dec. –	,,	80 – –	—
Richard Ridout	85	1 Jan. 1840	,,	80 – –	—
Joseph Harris	86	2 Jan. –	,,	80 – –	—
James Robinson	87	3 Jan. –	,,	80 – –	—
William Smith	88	4 Jan. –	,,	80 – –	—
Richard Gill	89	3 Jan. –	,,	80 – –	2 5 –
Thomas Harris	90	6 Jan. –	,,	80 – –	—
Richard Lownds	91	20 Jan. –	,,	80 – –	—
George Humphrys	92	16 Apr. –	,,	80 – –	—
Charles Randal	93	27 Dec. 1839	,,	80 – –	—
Thomas Groves	94	16 Jan. 1840	,,	80 – –	—
Jabez Lockett	95	25 Apr. 1839	,,	80 – –	—
Martin Dixon	96	30 Dec. –	,,	80 – –	—
George Roberts	97	6 Aug. 1840	,,	80 – –	—
Henry Huddlestone	98	15 Oct. –	,,	80 – –	—
John Hammersley	99	1 Feb. –	,,	80 – –	—
William Saunders	100	18 Apr. –	,,	80 – –	—
Thomas Bignell	101	17 Sept. 1832	,,	80 – –	—
George Sims	102	24 Dec. 1839	,,	80 – –	—
Henry Crippen	103	24 Dec. –	,,	80 – –	—
Robert Benn	104	31 Dec. –	,,	80 – –	—

Salaries calculated to the 5th July 1844.—Emoluments calculated to the 5th January 1844.

GENERAL POST SUBSORTERS—*continued.*

NAME.	Rotation	DATE of Appointment.	NATURE of DUTY.	GROSS ANNUAL INCOME. SALARY from the Revenue. £. s. d.	FEES, Emoluments, &c. £. s. d.
Francis Dunn	105	22 Feb. 1840	Subsorter	67 12 –	10 – –
George Watson	106	25 June –	,,	67 12 –	8 – –
Richard Walker	107	19 Oct. –	,,	67 12 –	8 – –
John Moore	108	9 Dec. –	,,	67 12 –	5 – –
Charles Haynes	109	31 Mar. 1841	,,	67 12 –	5 – –
William Waters	110	2 Apr. –	,,	67 12 –	5 10 –
John Bartlett	111	30 Mar. –	,,	67 12 –	5 3 6
William Penny	112	6 Apr. –	,,	67 12 –	7 18 –
Joseph Webster	113	19 Aug. –	,,	67 12 –	3 10 –
James Lewis	114	10 Apr. 1840	,,	67 12 –	3 12 –
James Hooper	115	21 May 1841	,,	67 12 –	5 – –
William Wenman	116	10 Aug. –	,,	67 12 –	5 – –
Joseph Williams	117	30 Mar. –	,,	67 12 –	4 – –
George Long	118	23 Oct. 1840	,,	67 12 –	5 – –
Thomas Mandeville	119	13 Nov. 1841	,,	67 12 –	5 – –

Salaries calculated to 5th July 1844.—Emoluments calculated to 5th January 1844.

GENERAL POST LETTER-CARRIERS.

Edward Howe	1	28 July 1802	Letter-carrier	36 8 –	131 8 –
Thomas Cockburn	2	24 Aug. 1807	,,	36 8 –	97 – –
Joseph Blake	3	19 Mar. 1810	,,	36 8 –	111 – –
Miles Mills	4	1 Aug. –	,,	36 8 –	75 12 –
Jacob W. Carpenter	5	14 May 1811	,,	36 8 –	87 – –
William Allman	6	24 Aug. –	,,	36 8 –	102 – –
Andrew Froom	7	1 Oct. –	,,	36 8 –	129 12 –
James Bradley	8	31 Oct. –	,,	36 8 –	89 – –
Henry Godden	9	26 Mar. 1813	,,	36 8 –	85 – –
William Sergeant	10	26 July 1814	,,	36 8 –	106 – –
John Arthur	11	21 Apr. 1815	,,	36 8 –	92 – –
James Fox	12	29 Nov. –	,,	36 8 –	108 – –
James Brunton	13	10 May 1816	,,	36 8 –	108 – –
Matthew Place	14	16 May –	,,	36 8 –	75 – –
John Deacon	15	5 Aug. –	,,	36 8 –	40 – –
Isaac Field	16	4 Mar. 1817	,,	36 8 –	93 – –
Ebenezer Williams	17	16 Mar. –	,,	36 8 –	103 – –
Thomas Lloyd	18	30 May 1820	,,	36 8 –	142 – –
William Layfield	19	27 June 1821	,,	36 8 –	101 – –
Jonas Cooter	20	20 Feb. 1822	,,	36 8 –	82 – –
Henry Tyrrell	21	4 Dec. 1823	,,	46 16 –	50 – –
William Peckham	22	22 May 1824	,,	46 16 –	69 7 –
Richard S. Holditch	23	28 June –	,,	46 16 –	89 9 –
William Splevins	24	22 June 1825	,,	46 16 –	100 16 –
Charles Dance	25	21 Nov. –	,,	46 16 –	97 14 6
David Millen	26	29 Mar. 1826	,,	46 16 –	98 – –
William Pearson	27	16 Sep. –	,,	46 16 –	96 14 –
Samuel Poucher	28	22 Nov. –	,,	46 16 –	74 – –
John P. Hodge	29	10 Mar. 1827	,,	46 16 –	90 4 –
Henry Hopton	30	2 Apr. –	,,	46 16 –	72 – –
Richard Westcott	31	2 May –	,,	46 16 –	63 10 –
John Williams	32	4 June –	,,	46 16 –	51 10 –
Charles Baldwin	33	25 June –	,,	46 16 –	87 – –
Jeremiah Miller	34	3 July –	,,	46 16 –	73 10 –
Richard Bickerton	35	27 July –	,,	46 16 –	99 – –
Lachlan Macquarie	36	7 Nov. –	,,	46 16 –	89 – –
William Brenchley	37	14 Feb. 1828	,,	46 16 –	83 – –
John Maddox	38	12 May –	,,	46 16 –	67 – –
Henry Checkley	39	17 July 1829	,,	46 16 –	37 5 –
Robert Allen	40	21 July –	,,	46 16 –	87 – –
William Rouse	41	29 July –	,,	46 16 –	38 – –
Robert Meggs	42	29 July –	,,	46 16 –	65 – –
David Bishop	43	30 July –	,,	46 16 –	84 5 –
William Farley	44	4 Aug. –	,,	46 16 –	79 7 –
James Pickersgill	45	29 Aug. –	,,	46 16 –	53 – –
William B. Thomas	46	29 Oct. –	,,	46 16 –	72 – –
Thomas Benwell	47	29 Dec. –	,,	46 16 –	75 14 –
John Walker	48	17 May 1830	,,	46 16 –	36 – –
Charles Suter	49	14 Apr. 1831	,,	46 16 –	79 – –

Salaries calculated to the 5th July 1844.—Emoluments calculated to the 5th January 1844.

GENERAL POST LETTER-CARRIERS—*continued.*

NAME.	Rotation	DATE. of Appointment.	NATURE of DUTY.	GROSS ANNUAL INCOME. SALARY from the Revenue. £. s. d.	FEES, Emoluments, &c. £. s. d.
Thomas Noakes	50	17 May 1831	Letter-carrier.	46 16 –	42 14 6
William Gray	51	3 Nov. –	,,	46 16 –	55 4 –
William H. Frey	52	5 Dec. –	,,	46 16 –	57 10 –
Martin H. Mann	53	28 Feb. 1832	,,	46 16 –	57 15 –
John Miller	54	14 May –	,,	46 16 –	59 10 –
Thomas G. Lawrence	55	14 May –	,,	46 16 –	58 13 –
Henry Jaggs	56	1 Aug. –	,,	46 16 –	43 – –
William Lawrence	57	27 Aug. –	,,	46 16 –	57 10 –
Samuel Evans and Assistant	58	7 Oct. –	- - River Letter-carriers.	104 – –	30 – –
William Phillips	59	17 Oct. –	Letter-carrier.	46 16 –	59 16 –
Thomas P. Pannell	60	27 Oct. –	,,	46 16 –	37 – –
Joseph Tapson	61	29 Oct. –	,,	52 – –	59 5 –
James Oxley	62	6 Nov. –	,,	52 – –	49 – –
Joseph Faulls	63	7 Nov. –	,,	52 – –	61 2 –
Thomas Whicher	64	7 Nov. –	,,	52 – –	64 6 –
James Hallows	65	7 Nov. –	,,	52 – –	67 – –
William Henry Newton	66	22 Dec. –	,,	52 – –	58 10 –
Frederick S. Ritterspack	67	23 Jan. 1833	,,	52 – –	51 4 –
Edward Frost	68	19 Feb. –	,,	52 – –	78 6 –
William Hunt	69	9 Mar. –	,,	52 – –	72 10 –
George Philp	70	11 Mar. –	,,	52 – –	42 – –
Thomas Woolner	71	18 Mar. –	,,	52 – –	63 – –
Alfred Hammond	72	19 Apr. –	,,	52 – –	59 – –
William Payne	73	24 Apr. –	,,	52 – –	46 – –
George Aylmore	74	14 June –	,,	52 – –	60 – –
Edward Skinner	75	19 June –	,,	52 – –	53 – –
George Smith	76	26 Oct. –	,,	52 – –	81 17 –
Thomas Croley	77	23 Jan. 1834	,,	52 – –	79 13 –
James Buxton	78	23 Jan. –	,,	52 – –	43 14 –
Alexander Wright	79	23 Jan. –	,,	52 – –	47 4 –
Charles Rowsell	80	23 Jan. –	,,	52 – –	58 16 –
William Pretty	81	23 Jan. –	,,	52 – –	56 – –
George Page	82	31 Jan. –	,,	52 – –	57 – –
George Hazelton	83	5 Feb. –	,,	52 – –	64 10 –
Henry Hack	84	5 Feb. –	,,	52 – –	48 – –
Aaron B. Ostler	85	5 Feb. –	,,	52 – –	46 – –
Richard Brandon	86	13 Feb. –	,,	52 – –	64 10 –
Thomas Pennell	87	17 Feb. –	,,	52 – –	52 – –
Charles Page	88	17 Feb. –	,,	52 – –	56 – –
John Groombridge	89	18 Feb. –	,,	52 – –	29 7 –
William A. Colenutt	90	22 Feb. –	,,	52 – –	59 8 –
James Cheshire	91	24 Feb. –	,,	52 – –	54 – –
William Attwater	92	10 Mar. –	,,	52 – –	39 10 –
William Day	93	12 Mar. –	,,	52 – –	65 12 –
William E. Raven	94	13 Mar. –	,,	52 – –	45 – –
Matthew Duffy	95	17 Apr. –	,,	52 – –	58 – –
Joseph Saunders	96	31 May –	,,	52 – –	57 8 –
James Burgess	97	28 Aug. –	,,	52 – –	50 2 –
George Ford	98	1 Dec. –	,,	52 – –	40 – –
Charles Stevens	99	15 Apr. 1835	,,	52 – –	33 10 –
Joseph Barker	100	18 Apr. –	,,	52 – –	30 3 –
William Branham	101	30 May –	,,	52 – –	65 – –
George Penfold	102	30 May –	,,	52 – –	44 – –
John Skinner	103	14 Sept. –	,,	52 – –	33 4 –
John Croskell	104	3 Oct. –	,,	52 – –	18 15 –
James T. Coward	105	2 Feb. 1836	,,	52 – –	57 – –
William Street	106	22 Nov. –	,,	52 – –	40 16 –
Thomas R. James	107	12 Apr. 1837	,,	52 – –	23 – –
Alexander Fraser	108	22 Apr. –	,,	52 – –	36 2 –
John Phillips	109	29 Apr. –	,,	52 – –	38 2 –
Peter O'Meara	110	8 June –	,,	52 – –	41 – –
Phillip Edwards	111	16 Sep. –	,,	52 – –	25 – –
Charles Freeman	112	18 Nov. –	,,	52 – –	37 16 –
John Scarr	113	21 Dec. –	,,	52 – –	38 – –
Thomas Bailey	114	4 June 1838	,,	52 – –	27 16 –
James Baker	115	30 June –	,,	52 – –	33 10 –
Robert Hogg	116	27 July –	,,	52 – –	40 7 6
William H. Hipp	117	25 Aug. –	,,	52 – –	27 15 –
Richard Weaver	118	27 Sep. –	,,	52 – –	34 – –
David Thompson	119	1 Oct. –	,,	52 – –	25 12 –

Salaries calculated to the 5th July 1844.—Emoluments calculated to the 5th January 1844.

(*continued*)

GENERAL POST-LETTER CARRIERS—*continued.*

NAME.	Rotation	DATE of Appointment.	NATURE of DUTY.	GROSS ANNUAL INCOME. SALARY from the Revenue. £. s. d.	FEES, Emoluments, &c. £. s. d.
William F. Palmer	120	10 Nov. 1838	Letter-carrier	52 – –	53 5 –
John Campbell	121	8 May 1839	,,	52 – –	28 14 –
John H. Smith	122	13 May –	,,	52 – –	30 19 –
Benjamin Boxall	123	14 May –	,,	52 – –	32 – –
Henry Brockhurst	124	22 May –	,,	52 – –	30 12 –
Edmund Miller	125	16 May –	,,	52 – –	31 4 –
James Poate	126	29 May –	,,	52 – –	32 15 –
William Ringrose	127	2 Aug. –	,,	52 – –	7 10 –
James Aylen	128	16 Oct. –	,,	52 – –	36 9 –
John Downey	129	24 Dec. –	,,	52 – –	34 10 –
William Hutton	130	24 Dec. –	,,	52 – –	12 – –
Henry F. Warner	131	24 Dec. –	,,	52 – –	10 – –
Edward Carter	132	24 Dec. –	,,	52 – –	35 8 6
Thomas B. Legood	133	24 Dec. –	,,	52 – –	31 14 7
John Barber	134	24 Dec. –	,,	52 – –	14 – –
Harcourt R. Roe	135	28 Dec. –	,,	52 – –	13 9 –
George Bond	136	28 Dec. –	,,	52 – –	26 – –
James Maund	137	28 Dec. –	,,	52 – –	31 – –
Isaac W. Davis	138	30 Dec. –	,,	52 – –	32 – –
William Clark	139	30 Dec. –	,,	52 – –	18 15 –
John Brocklesby	140	30 Dec. –	,,	52 – –	35 12 –
Robert R. Kirk	141	3 Jan. 1840	,,	52 – –	9 14 6
Edward Edmed	142	4 Jan. –	,,	52 – –	11 8 –
Edward J. Perrin	143	4 Jan. –	,,	52 – –	25 10 –
James Pepperday	144	8 Jan. –	,,	52 – –	29 – –
Henry Thomas	145	10 Jan. –	,,	52 – –	33 13 –
Joseph Glasscock	146	17 Jan. –	,,	52 – –	24 7 –
Joshua Stevenson	147	6 Feb. –	,,	52 – –	11 14 –
Robert Kingsford	148	6 Mar. –	,,	52 – –	25 16 –
James Hackett	149	6 Mar. –	,,	52 – –	22 10 –
William Boreham	150	18 Mar. –	,,	52 – –	5 6 –
Robert Cooper	151	25 Mar. –	,,	52 – –	30 – –
Robert Grapes	152	30 Mar. –	,,	52 – –	15 – –
George Barry	153	28 Apr. –	,,	52 – –	18 12 4
William Barnard	154	30 Apr. –	,,	52 – –	18 10 –
Henry Clayton	155	15 June –	,,	52 – –	13 4 6
Maurice Quinlan	156	19 June –	,,	52 – –	14 5 –
George Hawkes	157	30 June –	,,	52 – –	21 12 –
Henry Bell	158	10 July –	,,	52 – –	7 10 –
John Moon	159	22 July –	,,	52 – –	13 3 –
David Murphy	160	25 Nov. –	,,	59 16 –	3 10 –
John Brooks	161	27 Nov. –	,,	59 16 –	11 – –
Arthur F. Newton	162	2 Dec. –	,,	59 16 –	14 3 –
George Hilton	163	1 Jan. 1841	,,	59 16 –	13 10 –
Thomas Emery	164	4 Jan. –	,,	59 16 –	4 5 –
Edward Baker	165	4 Feb. –	,,	59 16 –	16 – –
John Abbott	166	2 Mar. –	,,	59 16 –	29 – –
Abraham Jones	167	20 Mar. –	,,	59 16 –	14 16 –
John T. Lewis	168	29 Mar. –	,,	59 16 –	21 6 –
John Coster	169	29 Mar. –	,,	59 16 –	7 10 –
Richard W. Tyzack	170	30 Mar. –	,,	59 16 –	10 10 –
John Bender	171	30 Mar. –	,,	59 16 –	7 12 –
Charles Johnstone	172	30 Mar. –	,,	59 16 –	17 4 –
Henry Smith	173	3 Apr. –	,,	59 16 –	16 16 –
James Boyett	174	3 Apr. –	,,	59 16 –	14 10 –
John Morgan	175	3 Apr. –	,,	59 16 –	16 – –
Henry Treyvand	176	5 Apr. –	,,	59 16 –	12 – –
John Lewis	177	6 Apr. –	,,	59 16 –	12 12 –
John Leworthy	178	7 Apr. –	,,	59 16 –	9 – –
William M'Cormick	179	15 Apr. –	,,	59 16 –	15 16 –
James R. Hawthorn	180	21 Apr. –	,,	59 16 –	23 7 –
Charles Bowyer	181	26 Apr. –	,,	59 16 –	2 – –
Thomas P. Wise	182	5 May –	,,	59 16 –	8 15 –
George Warburton	183	7 May –	,,	59 16 –	17 10 –
Joseph Blane	184	19 May –	,,	52 – –	11 4 6
Henry Daniels	185	5 Aug. –	,,	59 16 –	7 – –
James Turner	186	9 Aug. –	,,	52 – –	22 6 –
Edward Smith	187	11 Aug. –	,,	59 16 –	3 15 –
Walter Sweeting	188	3 Sept. –	,,	52 – –	5 17 –
James Andrew	189	3 Sept. –	,,	52 – –	9 17 –

Salaries calculated to the 5th July 1844.—Emoluments calculated to the 5th January 1844.

GENERAL POST LETTER-CARRIERS—*continued.*

NAME.	Rotation	DATE of Appointment.	NATURE of DUTY.	GROSS ANNUAL INCOME. SALARY from the Revenue. £. s. d.	Fees, Emoluments, &c. £. s. d.
Samuel Thompson	190	9 Dec. 1841	Letter-carrier.	52 – –	9 2 6
William Hall	191	21 Dec. –	,,	59 16 –	8 14 –
Ceasor Grisbrook	192	29 Dec. –	,,	52 – –	9 7 –
Joseph Tilley	193	4 Jan. 1842	,,	52 – –	15 15 –
Richard Martin	194	19 Jan. –	,,	52 – –	10 5 –
Charles Manser	195	12 Feb. –	,,	52 – –	15 8 –
Charles Nevitt	196	14 Feb. –	,,	52 – –	20 10 –
Nathaniel Morris	197	24 Feb. –	,,	59 16 –	9 – –
Edmund Kent	198	1 Mar. –	,,	54 – –	8 – –
James Smith	199	3 Mar. –	,,	52 – –	13 8 –
Samuel Reed	200	4 Mar. –	,,	52 – –	12 7 –
William Plowright	201	14 Mar. –	,,	52 – –	5 5 –
Patrick Murphy	202	21 Mar. –	,,	52 – –	7 10 –
James Whitehead	203	29 Mar. –	,,	52 – –	12 16 –
Frederick Crane	204	31 Mar. –	,,	52 – –	8 10 –
William M'Farlane	205	9 April –	,,	52 – –	6 – –
Benjamin H. Hodder	206	16 April –	,,	52 – –	6 15 –
Samuel Fielden	207	19 April –	,,	52 – –	8 – –
John Robinson	208	17 May –	,,	52 – –	4 10 –
William Walker	209	27 May –	,,	52 – –	6 – –
Francis Johnson	210	30 May –	,,	52 – –	2 10 –
John Wilcocks	211	17 June –	,,	52 – –	2 – –
Patrick O'Brien	212	17 June –	,,	52 – –	6 10 –
James Cole	213	25 June –	,,	52 – –	10 – –
William Taylor	214	28 June –	,,	52 – –	3 – –
Charles Chrusha	215	11 July –	,,	52 – –	9 6 –
John Tugwood	216	27 July –	,,	52 – –	14 – –
Charles Gentry	217	27 July –	,,	52 – –	7 – –
Henry Filstead	218	1 Aug. –	,,	52 – –	3 – –
Marcus W. Riche	219	16 Aug. –	,,	52 – –	8 – –
Jonathan Dawson	220	19 Sept. –	,,	52 – –	7 – –
William Gill	221	19 Sept. –	,,	52 – –	4 16 –
George Wheeler	222	26 Oct. –	,,	52 – –	4 19 6
William Bowman	223	3 Nov. –	,,	52 – –	11 19 4
John R. Halls	224	29 Nov. –	,,	52 – –	6 10 –
James Bowen	225	6 Dec. –	,,	52 – –	1 10 –
Edmund T. Adams	226	24 Dec. –	,,	52 – –	– 14 –
Thomas B. Herd	227	11 Jan. 1843	,,	52 – –	1 11 –
George R. Taylor	228	26 Jan. –	,,	52 – –	5 – –
John Honey	229	4 Mar. –	,,	52 – –	3 10 –
James Lloyd	230	31 Mar. –	,,	52 – –	5 6 –
John Geddes	231	21 April –	,,	52 – –	7 10 –
Charles Saunders	232	1 June –	,,	52 – –	1 9 4
James H. Pattenden	233	20 June –	,,	52 – –	5 – –
George H. Guenigault	234	7 July –	,,	52 – –	4 10 –
William W. Greenip	235	28 Aug. –	,,	52 – –	4 10 –
William Sewell	236	20 Oct. –	,,	52 – –	4 10 –
George W. Thompson	237	6 Nov. –	,,	52 – –	4 10 –
George Pendred	238	6 Nov. –	,,	52 – –	4 10 –
Henry Barr	239	10 Nov. –	,,	52 – –	4 10 –
John Longley	240	10 Nov. –	,,	52 – –	4 10 –
Barnard Woollard	241	10 Nov. –	,,	52 – –	4 10 –
Robert Jones	242	14 Nov. –	,,	52 – –	4 10 –
William Forster	243	16 Nov. –	,,	52 – –	4 10 –
Joseph Adams	244	20 Nov. –	,,	52 – –	4 10 –
Edward Richardson	245	20 Nov. –	,,	52 – –	4 10 –
John S. Scouler	246	22 Nov. –	,,	52 – –	4 10 –
James Brown	247	22 Nov. –	,,	52 – –	4 10 –
John R. Collard	248	27 Nov. –	,,	52 – –	4 10 –
George Handford	249	5 Dec. –	,,	52 – –	4 10 –
William May	250	15 Jan. 1844	,,	52 – –	4 10 –
John Denby	251	18 Jan. –	,,	52 – –	4 10 –
William Fountain	252	19 Jan. –	,,	52 – –	4 10 –
George Kershaw	253	19 Jan. –	,,	52 – –	4 10 –
Patrick Larkin	254	22 Jan. –	,,	52 – –	4 10 –
William Parsons	255	19 Feb. –	,,	52 – –	4 10 –
Nicholas Temple	256	5 Mar. –	,,	52 – –	4 10 –
Isaac Gandon	257	15 April –	,,	52 – –	4 10 –
William Murray	258	3 May –	,,	52 – –	4 10 –
Thomas Pape	259	7 May –	,,	52 – –	4 10 –
William Gardner	260	23 May –	,,	52 – –	4 10 –
James Moss	261	29 June –	,,	52 – –	4 10 –

Salaries calculated to the 5th July 1844—Emoluments calculated to the 5th January 1844.

These letter carriers not having been in the service 12 months, their salaries, emoluments, &c. are estimated for that period to 5th July 1844.

LONDON DISTRICT POST OFFICE.

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	FEES, EMOLUMENTS, &c. with Source from whence derived.
Robert Smith	4 Dec. 1805	superintending president — general superintendence of the department	600 – –	nil.
David Bolton Raw	30 June 1826	chief clerk assisting in ditto	250 – –	nil.
Joseph Kirby	5 Jan. 1825	assistant clerk, correspondence and accounts	130 – –	54 *l.* 12 *s.* from extra duty from the Money-order office, calculated for twelve months.
Henry Wilson	12 May 1841	ditto — ditto	80 – –	nil.
John Blurton	12 May 1841	ditto — ditto	80 – –	nil.
Charles James Potter	6 July 1842	ditto — ditto	80 – –	nil.
Frederick Paice	23 Dec. 1835	remittance clerk — in charge of letter-receivers' remittances, &c.	150 – –	nil.
Thomas Read	12 Aug. 1814	surveyor, surveying the country district	250 – –	an allowance of 15 *s.* per diem when surveying in the country districts.
Samuel Bell	30 Mar. 1807	president, superintendence of the sorting-office	400 – –	nil.
James Smith	25 Aug. 1809	ditto — ditto	310 – –	nil.
George Blink	8 Jan. 1813	vice-president — ditto	310 – –	nil.
Walter R. Sculthorpe	5 July 1824	ditto — ditto	220 – –	nil.
James Fox	5 July 1824	ditto — ditto	220 – –	nil.
John Hoare	14 Feb. 1825	ditto — ditto	210 – –	nil.
Henry Cromar	20 Aug. 1805	senior clerk — receiving paid letters at the window	300 – –	nil.
Frederick Hughes	5 Aug. 1808	clerk, first class, sorting letters	250 – –	nil.
John Oakeley	3 Oct. 1810	ditto, receiving paid letters at the window	250 – –	nil.
Charles Anderson	15 Jan. 1818	ditto, sorting letters	250 – –	nil.
Henry Ray	30 May 1815	ditto — ditto	250 – –	nil.
William Salisbury	5 July 1824	clerk, second class, sorting letters	160 – –	nil.
John Morgan	20 Sept. 1825	ditto — ditto	130 – –	nil.
William Westcott	20 Oct. 1828	ditto — ditto	130 – –	nil.
Thomas Hart	20 Nov. 1828	ditto — ditto	130 – –	nil.
James Linwood	27 Mar. 1829	ditto — ditto	130 – –	nil.
Alfred Hardy	5 Feb. 1834	ditto — ditto	130 – –	nil.
Walter Brown	23 Sept. 1835	ditto — ditto	110 – –	nil.
John Biller	5 Nov. 1836	ditto — ditto	110 – –	nil.
James Ker	8 Nov. 1836	ditto — ditto	110 – –	nil.
William Pye	24 Oct. 1837	ditto — ditto	110 – –	nil.
William Cribb	11 Nov. 1837	ditto — ditto	110 – –	nil.
Thomas Percy Young	2 June 1838	clerk, third class — ditto	90 – –	nil.
Joseph Oakeshott	24 Nov. 1838	ditto — ditto	90 – –	nil.
Joseph Burton	28 Nov. 1838	ditto — ditto	90 – –	nil.
John Partridge	18 Jan. 1839	ditto — ditto	90 – –	nil.
John Clarac	1 April 1839	ditto — ditto	90 – –	nil.
William Rees	6 July 1839	ditto — ditto	90 – –	nil.
Richard Steele	19 Aug. 1839	ditto — ditto	70 – –	nil.
James A. Peake	3 Feb. 1840	ditto — ditto	70 – –	nil.
John Bastick	4 April 1840	ditto — ditto	70 – –	nil.
Edward Edwards	10 Oct. 1840	ditto — ditto	70 – –	nil.
John Leaver	17 Dec. 1840	ditto — ditto	70 – –	nil.
Charles Scott	6 Jan. 1841	ditto — ditto	70 – –	nil.
James Cornock	3 Feb. 1841	ditto — ditto	70 – –	nil.
James Atterbury	11 May 1841	ditto — ditto	70 – –	nil.
Thomas Mitchell	21 May 1841	ditto — ditto	70 – –	nil.
William Banning	24 May 1841	ditto — ditto	70 – –	nil.
William Slee	7 June 1841	ditto — ditto	70 – –	nil.
Lewis Morris Archibald	7 June 1841	ditto — ditto	70 – –	nil.
Mackenzie Mackay	28 June 1841	ditto — ditto	70 – –	nil.
James Leek	14 July 1841	ditto — ditto	70 – –	nil.
John Salt	19 Aug. 1841	ditto — ditto	70 – –	nil.
Alexander Stewart	23 Sept. 1841	ditto — ditto	70 – –	nil.
Henry Bowen	6 Mar. 1842	ditto — ditto	70 – –	nil.
Robert Matthews	7 Nov. 1842	ditto — ditto	70 – –	nil.
Thomas Mawson	28 Nov. 1842	ditto — ditto	70 – –	nil.
Thomas Graham	6 April 1843	ditto, in charge of registered letters	70 – –	nil.
Richard B. Fillingham	6 Aug. 1843	ditto — ditto	70 – –	nil.
William Smallwood	14 Feb. 1844	ditto — sorting letters	70 – –	nil.
Matthew John Tracey	12 April 1844	ditto — ditto	70 – –	nil.

LONDON DISTRICT POST OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue.	FEES, EMOLUMENTS,
			£. s. d.	
Thomas Arnold Kelly	13 April 1844	clerk, third class, sorting letters -	70 – –	nil.
John Dodd Clay -	18 April 1844	ditto - - - - ditto - -	70 – –	nil.
John Powley - -	20 June 1844	ditto - - - - ditto - -	70 – –	nil.
Henry Griffin - -	26 June 1844	ditto - - - - ditto - -	70 – –	nil.
John Mounsey - -	8 July 1844	ditto - - - - ditto - -	70 – –	nil.
William Reynolds -	30 June 1824	subsorter - - - - ditto - -	90 – –	- - £. 4. from extra duty, calculated for 12 months.
William Gibbons -	5 Jan. 1827	ditto - - - - ditto - -	90 – –	£. 4. - - ditto.
Francis Kaines - -	6 July 1835	ditto - - - - ditto - -	80 – –	nil.
Joseph Hayward -	27 Aug. 1836	ditto - - - - ditto - -	80 – –	- - 10 *s.* from extra duty, calculated for 12 months.
Thomas Curtis - -	6 Jan. 1837	ditto - - - - ditto - -	80 – –	nil.
William A. Baker -	11 Nov. 1837	ditto - - - - ditto - -	80 – –	- - £. 10. from extra duty, calculated for 12 months.
Thomas Baker - -	6 Jan. 1839	ditto - - - - ditto - -	80 – –	10 *s.* - - ditto.
Richard P. Parry -	3 Aug. 1839	ditto - - - - ditto - -	80 – –	1 *s.* - - ditto.
Thomas Sinfield -	3 Aug. 1839	ditto - - - - ditto - -	80 – –	1 *l.* 15 *s.* - ditto.
Robert C. Tournier -	3 Aug. 1839	ditto - - - - ditto - -	80 – –	4 *s.* - - ditto.
Joshua Taylor - -	29 Feb. 1840	ditto - - - - ditto - -	70 – –	nil.
Thomas Stockwell -	29 Feb. 1840	ditto - - - - ditto - -	70 – –	- - £. 1. from extra duty, calculated for 12 months.
Thomas B. Cook -	23 Mar. 1840	ditto - - - - ditto - -	70 – –	5 *s.* - - ditto.
James Payne - -	22 May 1840	ditto - - - - ditto - -	70 – –	5 *s.* - - ditto.
Thomas E. Vickers -	22 May 1840	ditto - - - - ditto - -	70 – –	5 *s.* - - ditto.
Samuel E. Brush -	22 May 1840	ditto - - - - ditto - -	70 – –	nil.
John Woodhouse -	22 May 1840	ditto - - - - ditto - -	70 – –	- - 5 *s.* from extra duty, calculated for 12 months.
George Budd - -	19 April 1842	ditto - - - - ditto - -	70 – –	nil.
William C. Howlett -	27 Mar. 1843	ditto - - - - ditto - -	70 – –	- - 1 *s.* 6 *d.* from extra duty, calculated for 12 months.
John Wistley - -	6 April 1844	ditto - - - - ditto - -	70 – –	nil.
George Harvey - -	6 April 1844	ditto - - - - ditto - -	70 – –	nil.
John George Lea -	25 May 1844	ditto - - - - ditto - -	70 – –	nil.
Edward Newell - -	25 May 1844	ditto - - - - ditto - -	70 – –	nil.
Stephen Staughton -	23 Nov. 1826	stamper - - stamping letters -	80 – –	nil.
Francis Langham -	27 April 1827	ditto - - - - ditto - -	80 – –	- - 15 *s.* from extra duty, calculated for 12 months.
William Matthews -	13 May 1828	ditto - - - - ditto - -	80 – –	6 *s.* - - ditto.
Richard Cornelius -	19 Feb. 1834	ditto - - - - ditto - -	80 – –	3 *s.* - - ditto.
John Webb - -	6 Dec. 1834	ditto - - - - ditto - -	70 – –	7 *s.* - - ditto.
William Edbury -	29 June 1836	ditto - - - - ditto - -	70 – –	4 *s.* 9 *d.* - ditto.
Joseph Chaney - -	31 Oct. 1837	ditto - - - - ditto - -	70 – –	4 *s.* 6 *d.* - ditto.
John Skelton - -	18 July 1840	ditto - - - - ditto - -	60 – –	4 *s.* - - ditto.
Daniel Jermyn - -	18 July 1840	ditto - - - - ditto - -	60 – –	nil.
Stephen Pritchard -	6 Nov. 1841	ditto - - - - ditto - -	60 – –	2 *s.* - - ditto.
Philip Davis - -	18 July 1842	ditto - - - - ditto - -	60 – –	nil.
Edward Thompson -	27 Aug. 1842	ditto - - - - ditto - -	60 – –	- - 4 *s.* from extra duty, calculated for 12 months.
John Simmons - -	15 April 1843	ditto - - - - ditto - -	60 – –	3 *s.* 6 *d.* - ditto.
Samuel Gauntlett -	7 Nov. 1843	ditto - - - - ditto - -	60 – –	3 *s.* - - ditto.
William Mears - -	6 April 1844	ditto - - - - ditto - -	60 – –	3 *s.* - - ditto.
Edward Day - -	25 May 1844	ditto - - - - ditto - -	60 – –	1 *s.* 6 *d.* - ditto.
William Saltwell -	15 July 1815	- - inspector of letter carriers - - superintending the letter-carriers' department - -	180 – –	nil.
James Payne - -	6 Mar. 1809	ditto - - assisting in ditto -	140 – –	nil.
Henry Jameson - -	1 Dec. 1817	ditto - - - - ditto - -	140 – –	nil.
Welcome Cole - -	20 Aug. 1826	ditto - - - - ditto - -	110 – –	nil.
William Edwards -	16 May 1827	ditto - - - - ditto - -	110 – –	nil.
John Rowe - -	1 Aug. 1828	ditto - - - - ditto - -	110 – –	nil.

LONDON DISTRICT POST OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue.	FEES, EMOLUMENTS, &c.
		LETTER CARRIERS.	£. s. d.	£. s.
William Colvin - -	12 July 1812	- - superior charge-taker - - sorting letters, and taking the charges from the letter-carriers - - -	78 – –	nil.
Thomas Davies - -	11 Aug. 1801	- - letter-carrier - - - - employed in delivering letters -	65 – –	6 – - - from extra duties and Christmas gratuities calculated for 12 months
Thomas King - -	31 Aug. 1804	ditto - - - - ditto - -	65 – –	8 – - ditto.
William Barrett - -	21 Oct. 1808	ditto - - - - ditto - -	65 – –	5 – - ditto.
James Sturgeon - -	21 Oct. 1809	ditto - - - - ditto - -	65 – –	12 – - ditto.
James Lasselles - -	9 Sept. 1812	ditto - - - - ditto - -	65 – –	10 – - ditto.
John Shee - -	18 Aug. 1819	ditto - - - - ditto - -	65 – –	15 12 - ditto.
Henry Thurling - -	15 April 1822	ditto - - - - ditto - -	65 – –	6 – - ditto.
William Davies - -	14 Aug. 1822	ditto - - - - ditto - -	65 – –	13 – - ditto.
John Redbourne -	26 Dec. 1822	ditto - - charge-taker, and employed in delivering letters	72 16 –	12 – - ditto.
John Evans - -	2 June 1823	- - letter-carrier - - - - employed in delivering letters -	65 – –	14 – - ditto.
Francis John Durban -	15 Dec. 1825	ditto - - charge-taker, and employed in delivering letters	59 16 –	8 17 - ditto.
William Moss - -	4 July 1826	ditto, employed in delivering letters	52 – –	12 – - ditto.
James Bentley - -	18 Feb. 1828	ditto - - - - ditto - -	52 – –	10 – - ditto.
Thomas Easterby -	29 May 1828	ditto - - - - ditto - -	52 – –	11 10 - ditto.
Charles Cox - -	21 Jan. 1829	ditto - - charge-taker, and employed in delivering letters	59 16 –	15 16 - ditto.
William Le Mond -	24 Oct. 1829	ditto, employed in delivering letters	52 – –	18 – - ditto.
Thomas Collins - -	28 Oct. 1829	ditto - - - - ditto - -	52 – –	13 – - ditto.
Job Caswell - -	13 Feb. 1830	ditto - - - - ditto - -	52 – –	17 16 - ditto.
John Francis North -	9 April 1830	ditto - - - - ditto - -	52 – –	15 – - ditto.
William Hewitt - -	7 June 1830	ditto - - - - ditto - -	52 – –	10 4 - ditto.
Richard Shury - -	7 April 1831	ditto - - - - ditto - -	52 – –	5 – - ditto.
John Adams - -	11 Aug. 1831	ditto - - charge-taker, and employed in delivering letters	59 16 –	9 16 - ditto.
Henry A. Candlish -	11 Aug. 1831	ditto, employed in delivering letters	52 – –	12 – - ditto.
Charles Howard -	13 Feb. 1832	ditto - - charge-taker, and employed in delivering letters	59 16 –	18 – - ditto.
James Vincent - -	1 Aug. 1832	ditto, employed in delivering letters	52 – –	13 16 - ditto.
John Richmond - -	20 May 1833	ditto - - - - ditto - -	52 – –	10 16 - ditto.
Francis Sambell -	26 June 1833	ditto - - charge-taker, and employed in delivering letters	59 16 –	13 16 - ditto.
William Allen - -	15 Jan. 1834	ditto, employed in delivering letters	52 – –	11 10 - ditto.
James Green - -	15 Jan. 1834	ditto - - - - ditto - -	52 – –	8 – - ditto.
George Agu - -	30 Jan. 1834	ditto - - - - ditto - -	52 – –	15 – - ditto.
John Garrard - -	30 May 1834	ditto - - - - ditto - -	52 – –	13 16 - ditto.
John Lynch - -	26 Feb. 1835	ditto - - charge-taker, and employed in delivering letters	59 16 –	10 – - ditto.
William Cook - -	21 Feb. 1840	ditto, employed in delivering letters	52 – –	10 – - ditto.
James Walters - -	18 Sept. 1835	ditto - - - - ditto - -	52 – –	15 – - ditto.
Rodger Neill - -	18 April 1836	ditto - - - - ditto - -	52 – –	14 – - ditto.
Edward Griffin - -	6 May 1836	ditto, employed as porter - -	52 – –	15 – - ditto.
Samuel Payne - -	8 July 1836	ditto, employed in delivering letters	52 – –	8 – - ditto.
James Elphick - -	3 Aug. 1836	ditto, employed as porter - -	52 – –	15 – - ditto.
Samuel Gale - -	9 Nov. 1836	ditto, employed in delivering letters	52 – –	14 – - ditto.
William Forrest - -	12 April 1837	ditto - - - - ditto - -	52 – –	3 – - ditto.
James Brett - -	15 May 1837	ditto - - - - ditto - -	52 – –	12 16 - ditto.
Charles Merritt - -	16 Oct. 1837	ditto - - - - ditto - -	52 – –	5 – - ditto.
Arthur Wood - -	18 Oct. 1837	ditto - - charge-taker, and employed in delivering letters	59 16 –	7 16 - ditto.
Henry Larche - -	19 Oct. 1837	ditto, employed in delivering letters	52 – –	12 – - ditto.
George Valle - -	20 Oct. 1837	ditto - - - - ditto - -	52 – –	8 – - ditto.
Frederick Grubb -	21 Oct. 1837	ditto - - - - ditto - -	52 – –	12 – - ditto.
Thomas Bliss - -	27 Oct. 1837	ditto - - - - ditto - -	52 – –	8 – - ditto.

LONDON DISTRICT POST OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	FEES, EMOLUMENTS, &c. £. s.
William Baker - -	13 Nov. 1837	letter-carrier {- - charge-taker, and employed in delivering letters - -}	59 16 –	7 16 {- - from extra duties, and Christmas gratuities, calculated for 12 months.
Nathan Atter - -	13 Nov. 1837	ditto, employed in delivering letters	52 – –	8 2 - - ditto.
Patrick Heydon - -	28 Mar. 1838	ditto - - - - - ditto - -	52 – –	11 – - ditto.
William C. Heynes -	10 April 1838	ditto - {- - charge-taker, and employed in delivering letters - -}	59 16 –	11 10 - ditto.
Edmund Rea - -	18 April 1838	ditto - - - - - ditto - -	59 16 –	5 – - ditto.
Robert Dowding -	4 June 1838	ditto, employed in delivering letters	52 – –	10 – - ditto.
John Falconer - -	4 June 1838	ditto - - - - - ditto - -	52 – –	5 4 - ditto.
Thomas Dunkley -	19 July 1838	ditto - - - - - ditto - -	52 – –	12 – - ditto.
Richard H. Patrick -	21 July 1838	ditto - - - - - ditto - -	52 – –	8 – - ditto.
John Roberts - -	25 July 1838	ditto - - - - - ditto - -	52 – –	12 – - ditto.
George Walker - -	27 July 1838	ditto - - - - - ditto - -	52 – –	12 – - ditto.
William Terry - -	24 Oct. 1838	ditto - - - - - ditto - -	52 – –	12 – - ditto.
Charles E. Morgan -	3 Dec. 1838	ditto - - - - - ditto - -	52 – –	10 4 - ditto.
John Sampson - -	8 Mar. 1839	ditto - - - - - ditto - -	52 – –	8 – - ditto.
George Whitcombe -	9 Mar. 1839	ditto - - - - - ditto - -	52 – –	10 10 - ditto.
Walter J. Bell - -	25 April 1839	ditto - {- - charge-taker, and employed in delivering letters - -}	59 16 –	2 12 - ditto.
Robert Greenwood -	7 June 1839	ditto, employed in delivering letters	52 – –	10 – - ditto.
Frederick W. Bennett -	7 June 1839	ditto - - - - - ditto - -	52 – –	8 – - ditto.
John Beckingham -	10 June 1839	ditto, employed as porter - -	52 – –	18 4 - ditto.
Henry Manning - -	14 June 1839	ditto, employed in delivering letters	52 – –	12 16 - ditto.
John M'Dermott -	17 June 1839	ditto - - - - - ditto - -	52 – –	9 – - ditto.
William Scarlett -	18 June 1839	ditto - - - - - ditto - -	52 – –	11 – - ditto.
John Brunker - -	18 June 1839	ditto - - - - - ditto - -	52 – –	9 – - ditto.
William Foster - -	21 June 1839	ditto - - - - - ditto - -	52 – –	6 – - ditto.
Henry Howard - -	25 June 1839	ditto - - - - - ditto - -	52 – –	10 – - ditto.
Nathan F. Bowler -	6 Aug. 1839	ditto - - - - - ditto - -	52 – –	12 – - ditto.
John J. Norman - -	10 Sept. 1839	ditto - - - - - ditto - -	52 – –	11 16 - ditto.
George Meek - -	16 Sept. 1839	ditto - - - - - ditto - -	52 – –	4 10 - ditto.
George Church - -	14 Oct. 1839	ditto - - - - - ditto - -	52 – –	13 – - ditto.
James Phelan - -	15 Oct. 1839	ditto - - - - - ditto - -	52 – –	11 6 - ditto.
John Beales - -	12 Nov. 1839	ditto - - - - - ditto - -	52 – –	14 11 - ditto.
William Bullard -	12 Nov. 1839	ditto - - - - - ditto - -	52 – –	7 8 - ditto.
William Manhood -	26 Nov. 1839	ditto - - - - - ditto - -	52 – –	11 – - ditto.
Anthony Taafe - -	26 Dec. 1839	ditto - - - - - ditto - -	52 – –	8 10 - ditto.
John Kenny - -	24 Jan. 1840	ditto - - - - - ditto - -	52 – –	6 – - ditto.
Henry Gibbs - -	24 Jan. 1840	ditto - - - - - ditto - -	52 – –	10 – - ditto.
Martin Gormley -	5 Feb. 1840	ditto - - - - - ditto - -	52 – –	9 – - ditto.
John S. Adams - -	15 Feb. 1840	ditto - - - - - ditto - -	52 – –	6 – - ditto.
William W. Forrest -	18 Feb. 1840	ditto - - - - - ditto - -	52 – –	3 – - ditto.
David Keating - -	21 Feb. 1840	ditto - - - - - ditto - -	52 – –	12 6 - ditto.
Elias Jones - -	25 Jan. 1840	ditto - - - - - ditto - -	52 – –	8 – - ditto.
George Turner - -	25 Feb. 1840	ditto, employed as porter - -	52 – –	nil.
Thomas Williams -	29 Feb. 1840	ditto, employed in delivering letters	52 – –	4 13 {- - from extra duty, and Christmas gratuities, calculated for 12 months.
William Herbert -	22 May 1840	ditto - - - - - ditto - -	52 – –	10 14 - ditto.
Robert Howe - -	15 July 1840	ditto - - - - - ditto - -	52 – –	6 – - ditto.
John Davis - -	12 Aug. 1840	ditto, employed as porter - -	52 – –	nil.
Frederick Henry Dell -	24 Sept. 1840	ditto, employed in delivering letters	52 – –	8 – {- - from extra duty, and Christmas gratuities, calculated for 12 months.
Charles O'Connor -	12 May 1841	ditto - - - - - ditto - -	52 – –	1 10 - ditto.
Robert Pugsley - -	13 May 1841	ditto - - - - - ditto - -	52 – –	5 12 - ditto.
Henry James Freston -	14 May 1841	ditto - - - - - ditto - -	52 – –	5 – - ditto.
Stephen K. Hannon -	14 May 1841	ditto - - - - - ditto - -	52 – –	4 10 - ditto.
John Compton - -	14 May 1841	ditto - - - - - ditto - -	52 – –	5 – - ditto.
Isaac Jones - -	15 May 1841	ditto - - - - - ditto - -	52 – –	5 – - ditto.
John W. Griffiths -	15 May 1841	ditto - - - - - ditto - -	52 – –	8 – - ditto.
John Keating - -	2 June 1841	ditto - - - - - ditto - -	52 – –	5 – - ditto.
Thomas Price - -	27 Aug. 1841	ditto - - - - - ditto - -	52 – –	4 10 - ditto.
Thomas Brighty -	1 Nov. 1841	ditto, employed as porter - -	52 – –	nil.
Frederick Lidington -	22 Nov. 1841	ditto - - - - - ditto - -	52 – –	nil.
John Benson - -	17 June 1842	ditto, employed in delivering letters	52 – –	7 – {- - from extra duty, and Christmas gratuities, calculated for 12 months.
Joseph Dobson - -	20 Sept. 1842	ditto - - - - - ditto - -	52 – –	5 – - ditto.
James Howlett - -	4 Oct. 1842	ditto - - - - - ditto - -	52 – –	4 12 - ditto.

LONDON DISTRICT POST OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	FEES, EMOLUMENTS, &c. £. s.
James D. Eicke	8 Nov. 1842	letter-carrier, employed as porter	52 – –	nil.
Benjamin Woolnough	14 Nov. 1842	ditto – employed as bagman	52 – –	11 14 – from extra duty and Christmas gratuities, calculated for 12 months.
William Harrup	22 Nov. 1842	ditto – employed in delivering letters.	52 – –	5 – – ditto.
Joseph Johnson	12 Dec. 1842	ditto – – ditto	52 – –	7 16 – ditto.
William Richards	27 Jan. 1843	ditto – – ditto	52 – –	3 – – ditto.
Frederick Harris	4 Feb. 1843	ditto – – charge-taker, and employed in delivering letters.	59 16 –	2 12 – ditto.
James Davis	24 Mar. 1843	ditto – employed as porter	52 – –	nil.
Edward Auckland	31 Mar. 1843	ditto – employed in delivering letters.	52 – –	5 – – from extra duty and Christmas gratuities, calculated for 12 months.
George Restell	26 June 1843	ditto – – ditto	52 – –	3 – – ditto.
Frederick Gill	25 Aug. 1843	ditto – – ditto	52 – –	1 6 – ditto.
William James	23 Sept. 1843	ditto – – ditto	52 – –	nil.
William Dempsey	6 Nov. 1843	ditto – – ditto	52 – –	nil.
William H. Paradise	19 Dec. 1843	ditto – – ditto	52 – –	nil.
Joseph Thomas	21 Mar. 1844	ditto – – ditto	52 – –	5 – – from extra duty, calculated for 12 months.
William Smith	22 Mar. 1844	ditto – – ditto	52 – –	2 12 – ditto.
Edward Gates	22 Mar. 1844	ditto – – ditto	52 – –	nil.
Thomas Ford	23 Mar. 1844	ditto – – ditto	52 – –	– 10 – for extra duty, calculated for 12 months.
Richard Patterson	25 Mar. 1844	ditto – – ditto	52 – –	1 – – ditto.
Thomas Benson	26 Mar. 1844	ditto – – ditto	52 – –	2 12 – ditto.
William C. Wilson	26 Mar. 1844	ditto – – ditto	52 – –	nil.
William T. Reynolds	26 Mar. 1844	ditto – – ditto	52 – –	nil.
Edwin V. Palmer	26 Mar. 1844	ditto – – ditto	52 – –	nil.
Robert Stroud	28 Mar. 1844	ditto – – ditto	52 – –	nil.
John Heskey	28 Mar. 1844	ditto – – ditto	52 – –	nil.
Francis Beales	8 April 1844	ditto – – ditto	52 – –	2 12 – from extra duty, calculated for 12 months.
Joseph Evans	9 April 1844	ditto – – ditto	52 – –	3 – – ditto.
Joseph B. Barber	10 April 1844	ditto – – ditto	52 – –	3 – – ditto.
Frederick Packer	11 April 1844	ditto – – ditto	52 – –	3 – – ditto.
William Mills	12 April 1844	ditto – – ditto	52 – –	2 12 – ditto.
Joseph Stubbs	15 April 1844	ditto – – ditto	52 – –	2 12 – ditto.
Henry W. Carter	16 April 1844	ditto – – ditto	52 – –	nil.
Richard Hooper	19 April 1844	ditto – – ditto	52 – –	nil.
Charles Boreham	20 April 1844	ditto – – ditto	52 – –	nil.
Edward Hunt	22 April 1844	ditto – – ditto	52 – –	nil.
John Lord	26 April 1844	ditto – – ditto	52 – –	5 – – for extra duty, calculated for 12 months.
George Rigby	27 April 1844	ditto – – ditto	52 – –	nil.
William Smith	29 April 1844	ditto – – ditto	52 – –	nil.
Thomas Anstie	22 April 1844	ditto – – ditto	52 – –	nil.
Henry Long	20 May 1844	ditto – – ditto	52 – –	nil.
Isaac Murfit	24 May 1844	ditto – – ditto	52 – –	nil.
William Beard	27 May 1844	ditto – – ditto	52 – –	nil.
Thomas John Lynch	19 June 1844	ditto – – ditto	52 – –	nil.
Luke De Fraine	30 July 1844	ditto – – ditto	52 – –	nil.
John Fortune	Sept. 1829	– – clerk of the works. – – appointed by the Board of Works to superintend the alterations and repairs of the buildings and fittings, &c.	54 12 –	– – salary from the Board of Works 130 *l.* a year, and 54 *l.* 12 *s.* for lodgings.
Jane Williamson	Sept. 1829	housekeeper – – control of the house servants, and of the cleaning, &c. of the interior of the building	120 – –	apartments in the building.
William Hill	24 April 1840	engineers – – working the engine by which the sorting-offices are ventilated	78 – –	nil.
Robert Cox	24 April 1840		57 4 –	nil.

A RETURN of the Name of every PERSON employed in the GENERAL POST OFFICE, *Dublin*; with the Date of each Appointment, the Nature of the Duties performed by each Individual, the Amount of Salary attached to such Duties, the Fund from which each Salary is paid; distinguishing what Portion, if any, is derived from Fees.

SECRETARY's OFFICE.

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY paid from Post Office Revenue. £. s. d.	FEES, EMOLUMENTS, &c., with Source from whence derived.
Augustus Godby -	March - 1797	Secretary -- superintending the whole establishment, and general control of the Post Office department in Ireland under the Postmaster-General	800 – –	-- £.400 per annum for loss of official residence, coals, candles, &c.
Thomas O'Lees - -	June - 1805	chief clerk - - - - -	400 – –	-- 504 *l.* 1*s.* 4*d.* per annum for loss of emoluments in Money-order office.
Charles Bond - -	Sept. - 1831	2d ,, -- assisting the secretary in carrying on the general correspondence of the Post Office, and in carrying out the regulations and orders of the Postmaster-General throughout Ireland -	200 – –	
John Mockler - -	Nov. - 1834	3d ,,	120 – –	
Arthur Greene - -	June - 1831	4th ,,	150 – –	
Urquhart Thompson -	Aug. - 1837	5th ,,	90 – –	
Henry James - -	Dec. - 1839	6th ,,	70 – –	
John Owen - -	April - 1841	7th ,,	70 – –	

RECEIVER-GENERAL's OFFICE.

John Atkinson - -	July - 1831	Rec^{r}-General -- receiving and disbursing the Post Office revenue of Ireland -	500 – –	
John Mellsop - -	Oct. - 1826	1st Clerk -- receiving and accounting for Postmasters' remittances and payments by letter-carriers, receivers, &c.; issuing postage stamps, and receiving revenue arising therefrom - - -	250 – –	
Edmund B. O'Reilly -	June - 1840	2d ,,	70 – –	
Charles L. King -	June - 1840	3d ,,	70 – –	

ACCOUNTANT-GENERAL's OFFICE.

Anthony Lyster - -	Jan. - 1809	Acc^{t}-General -- keeping the whole accounts of the Post-Office in Ireland; making out & checking postmaster's, receivers' and letter-carriers' accounts; checking Money-order office accounts, and accounts of issue and sale of postage stamps; keeping checks on the expenditure and receipts and disbursements of the Receiver-general, and balance in his hands - - -	400 – –	
William J. Maynard -	Jan. - 1816	1st Clerk	250 – –	
Thomas B. Williams -	Sept. - 1811	2d ,,	180 – –	
William Walshe -	Sept. - 1832	3d ,,	150 – –	
Owen Clarke - -	May - 1839	4th ,,	90 – –	
George Arnott - -	June - 1839	5th ,,	70 – –	
George Ellison - -	June - 1839	6th ,,	70 – –	
John Joyes - -	Jan. - 1841	7th ,,	70 – –	
George Parke - -	Feb. - 1843	8th ,,	70 – –	

DEAD LETTER OFFICE.

Robert Morgan - -	Sept. - 1807	Inspector of dead letters -- keeping dead letters, accounts with postmasters and letter-carriers; checking the monthly and quarterly account and claims for dead, missent and re-directed letters, and opening and returning dead letters to the writers - -	300 – –	
Vere Riddle - -	July - 1811	1st Clerk	200 – –	
Henry Hall - -	July - 1827	2d ,,	150 – –	
Thomas Brabazon -	July - 1827	3d ,,	150 – –	
Patrick Caldwell -	June - 1834	4th ,,	110 – –	
Richard Fitzgerald -	April - 1837	5th ,,	90 – –	
Fergus F. Hearne -	Nov. - 1838	6th ,,	90 – –	
Thomas J. Smith -	Oct. - 1842	7th ,,	70 – –	

MONEY ORDER OFFICE.

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	FEES, EMOLUMENTS, &c.
Stephen Creaghe -	Aug. - 1828	chief clerk, Money-order office -	250 – –	
Clement Codd - -	Dec. - 1838	2d Clerk	170 – –	
George Kilbride - -	Jan. - 1840	3d "	140 – –	
Waldron Kelly - -	May - 1839	4th "	140 – –	
Griffith Jones - -	March - 1840	5th "	80 – –	
Theophilus St. George	May - 1841	6th "	80 – –	
Robert Loverock -	June - 1841	7th " - - issuing and paying	80 – –	
Andrew H. Joyes -	June - 1841	8th " money orders in Dublin;	80 – –	
A. Emilius Collogan -	June - 1841	9th " checking and examining	80 – –	
Frederick Owen -	June - 1841	10th " the money-order accounts	80 – –	
Thomas Walton -	June - 1841	11th " of all postmasters in Ire-	70 – –	
William Smith - -	June - 1841	12th " land, and in making out	70 – –	
Peter Cooney - -	May - 1841	13th " quarterly accounts between	70 – –	
Michael D'Averon -	June - 1841	14th " England and Ireland, and	70 – –	
James M'Mahon -	June - 1841	15th " between Ireland and Scot-	70 – –	
Andrew Bannon -	June - 1841	16th " land.	70 – –	
Michael Coffey - -	June - 1841	17th "	70 – –	
Thomas L. Lefroy -	February 1842	18th "	60 – –	
Moses Conway - -	April - 1842	19th "	60 – –	
George F. Rikey -	December 1843	20th "	60 – –	
Robert Thompson -	November 1842	- - solicitor, carrying on the law business of the Post Office in Ireland, making out and registering postmaster's bonds, and drawing up contracts for the mail-coaches, carts, horse-posts, &c.	92 6 4	- - 1,027 *l.* 7 *s.* 2 *d.* profits on bills of costs averaged for the three years ended 5th January 1844.
James Cuming - -	January 1828	- - resident inspector of mails - - superintending mail-coaches and guards in Ireland - - -	180 – –	- - with 15 *s.* per diem while travelling.

INLAND OFFICE.

John Burrowes - -	January 1810	- - superintending president of Inland office - - controlling the whole operations of the sorting and letter-carriers' office in Dublin - - -	480 – –	- - 237 *l.*, compensation for loss of emoluments as Clerk of the Roads.
Henry Clare - -	May - 1800	- - 1st senior and vice-president -	400 – –	246 *l.*, ditto - - - ditto.
Edward Darley - -	August 1805	- - 2d senior and vice-president - - assisting superintending president - -	380 – –	106 *l.*, ditto - - - ditto.
John W. Gladstone -	April - 1822	- - 1st clerk and vice-president -	350 – –	with apartments.
William Ashley - -	February 1808	2d clerk - - - - - - -	300 – –	
Robert Maley - -	August 1808	3d " - - - - - - -	300 – –	
Edward Baynes -	January 1810	4th " - - - - - - -	300 – –	- - 153 *l.* 6 *s.* per annum, paid by the public for the accommodation of private letter-boxes.
John Somers - -	April - 1809	5th " - - - - - - -	300 – –	
James Hamilton -	July - 1812	6th " - - - - - - -	230 – –	
George Wright - -	April - 1815	7th " - - - - - - -	230 – –	
Isaac Usher - -	July - 1815	8th " - - receiving and despatching mails in Dublin; sorting and preparing letters for delivery in Dublin; checking the receipt of paid letters at Dublin, at principal office and by receivers; despatching letter-carriers for delivery, &c., under the directions and control of the superintending president - - -	200 – –	
George Davis - -	January 1818	9th "	200 – –	38 *l.* 6 *s.* 6 *d.*, ditto - ditto.
Arthur Barker - -	February 1819	10th "	200 – –	
William Henry - -	January 1822	11th "	200 – –	
Caldbeck Warren -	January 1823	12th "	200 – –	
Charles Lambert -	July - 1827	13th "	180 – –	38 *l.* 6 *s.* 6 *d.*, ditto - ditto.
George Cumine - -	January 1829	14th "	180 – –	
William Mathewson -	April - 1830	15th "	140 – –	
Arthur Dobbs - -	October 1830	16th "	130 – –	
William C. Thompson	October 1830	17th "	130 – –	
Robert Isdall - -	July - 1831	18th "	130 – –	
Charles Courtnay -	October 1833	19th "	130 – –	
Charles Collins - -	July - 1834	20th "	110 – –	
Richard Toler - -	December 1835	21st "	110 – –	
Anthony Thompson -	November 1836	22d " - - - - -	110 – –	
Thomas Parsons -	March - 1837	23d " - - - - -	110 – –	
John H. Beare - -	March - 1837	24th " - - - - -	110 – –	
Peter Whitty - -	August - 1837	25th " - - - - -	110 – –	
Richard Smith - -	July - 1838	26th " - - - - -	110 – –	
Michael Bourke - -	November 1838	27th " - - - - -	80 – –	
Christopher Martin -	June - 1839	28th " - - - - -	80 – –	

INLAND OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	FEES, EMOLUMENTS, &c.
		Inland Office:		
William A. Franklin	June - 1839	29th clerk -	80 – –	
Richard Fitzgibbon	July - 1839	30th ditto -	80 – –	
Brian O'Beirne	July - 1839	31st ditto -	80 – –	
John O'Dowd	July - 1839	32d ditto -	80 – –	
William Whitty	November 1839	33d ditto -	70 – –	
Samuel H. Walker	December 1839	34th ditto -	70 – –	
Thomas Booth	January 1840	35th ditto -	70 – –	
James O'Donnell	April - 1840	36th ditto -	70 – –	
Matthew Young	July - 1840	37th ditto -	70 – –	
Robert Wilson	November 1840	38th ditto -	70 – –	
William Graves	April - 1843	39th ditto -	70 – –	
Robert B. Evans	February 1844	40th ditto -	70 – –	
William Bowler	March - 1844	41st ditto -	70 – –	
Richard Barry	March - 1844	42d ditto -	70 – –	
Frederick Barber	March - 1844	43d ditto -	70 – –	
John Bannen	August 1808	inspector of letter-carriers - - assistant ditto - - controlling letter-carriers, and keeping accounts of, and making out lists of undelivered letters -	150 – –	£.40 compensation for loss of emoluments on late newspapers; 47*l.* 7*s.* 6*d.* from sale of Directory to the public.
James Hawkins	July - 1805		100 – –	23*l.* 13*s.* 11*d.*, ditto. ditto.
William Laurence	June - 1831	labourer in trust - care of building and repairs; checking and keeping accounts of tradesmen and workmen's time and accounts	100 – –	with apartments.
Anne Draper	January 1814	housekeeper - care of interior of building, with six housemaids, for cleaning, &c.	92 6 4	with apartments.
John O'Neill, sen.	April - 1814	1st messenger - attending office, going messages and in waiting on alternate nights. The 3d messenger issues the printed circulars and orders to postmaster, &c.	100 – –	
William Watson	December 1825	2d ditto -	75 – –	
John O'Neill, jun.	June - 1831	3d ditto -	75 – –	
Thomas Redmond	May - 1833	4th ditto -	75 – –	
Peter Lawler	May - 1816	1st stamper -	85 – –	
Francis Keoghe	January 1818	2d ditto -	85 – –	
Albert Hall	- - 1831	3d ditto -	75 – –	
William Callanan	- - 1836	4th ditto -	65 – –	
William Vaughan	June - 1839	5th ditto -	65 – –	
Thomas Moore	August 1835	6th ditto - attending Inland sorting-office, stamping letters, &c., and assisting to carry mail-bags to mail-coaches -	65 – –	
Francis Keoghe	- - 1838	bagman - sorting and preparing mail-bags for despatch, and keeping them in repair -	54 12 –	
		First Class:	£. s. d.	
Alexander Fraser	January 1809	1st letter-carrier -	59 16 –	36 – –
John Lenchan	February 1810	2d ditto -	59 16 –	29 11 –
James Keoghe	February 1809	3d ditto -	59 16 –	22 19 4
Thomas Chamney	February 1811	4th ditto -	59 16 –	58 4 –
Thomas Reddy	September 1815	5th ditto -	59 16 –	31 8 6
John Shaw	September 1816	6th ditto -	59 16 –	32 – –
George Peck	July - 1816	7th ditto -	59 16 –	30 – –
John Sheeky	October 1818	8th ditto -	59 16 –	39 16 10
James West	November 1818	9th ditto -	59 16 –	28 – –
John McCullagh	November 1823	10th ditto -	59 16 –	28 – –
H. Browne	April - 1814	11th ditto -	59 16 –	1 11 –
Patrick Ewing	July - 1823	12th ditto -	59 16 –	25 – –
James Dawson	April - 1814	13th ditto -	59 16 –	
John Horan	December 1816	14th ditto -	59 16 –	5 18 –
John Glennon	June - 1819	15th ditto -	59 16 –	4 – –
George Rolleston	June - 1827	16th ditto -	59 16 –	5 9 2
Alexander Lang	December 1827	17th ditto -	59 16 –	
Patrick Downey	February 1828	18th ditto -	59 16 –	7 – –
John Williams	February 1816	19th ditto -	59 16 –	3 1 9
William Byrne	May - 1810	20th ditto -	59 16 –	
James Flannagan	May - 1819	21st ditto -	59 16 –	9 5 –
Edward McDonald	January 1828	22d ditto -	59 16 –	5 5 –
John Kinnehan	August - 1821	23d ditto -	59 16 –	6 – –
Joseph Galbraith	August - 1823	24th ditto -	59 16 –	3 – –

- - Christmas-box and ringing bells, paid by the public.

- - Christmas-boxes and profits from sale of Directory to the public.

(*continued.*)

INLAND OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue. £. s. d.	FEES, EMOLUMENTS, &c. £. s. d.
		FIRST CLASS:		
John M'Evoy	April 1826	25th letter-carrier - - - -	59 16 –	18 6 –
James Murphy	January 1827	26th - ditto - - - -	59 16 –	5 4 –
Patrick Walshe	December 1831	27th - ditto - - - -	59 16 –	16 – –
		SECOND CLASS:		
Joseph Logan	April - 1828	28th - ditto - - - -	57 4 –	5 – –
Thomas Ewing	February 1832	29th - ditto - - - -	57 4 –	3 10 –
Robert Platt	February 1832	30th - ditto - - - -	57 4 –	13 – –
John Ennis	June - 1831	31st - ditto - - - -	57 4 –	6 – –
D. Harbourne	June - 1833	32d - ditto - - - -	57 4 –	6 – –
Patrick Lyndon	April - 1834	33d - ditto - - - -	57 4 –	5 16 –
Robert Hughes	June - 1835	34th - ditto - - - -	57 4 –	5 10 –
Michael Rooney	June - 1835	35th - ditto - - - -	57 4 –	9 – –
Henry Graham	December 1833	36th - ditto - - - -	57 4 –	5 – –
John Forde	April - 1834	37th - ditto - - - -	57 4 –	6 – –
James Young	June - 1835	38th - ditto - - - -	57 4 –	6 10 –
James Price	November 1835	39th - ditto - - - -	57 4 –	6 – –
Thomas Tyrrell	July - 1834	40th - ditto - - - -	57 4 –	1 9 –
James M'Mahon	November 1835	41st - ditto - - - -	57 4 –	5 – –
Patrick Sullivan	April - 1835	42d - ditto - - - -	57 4 –	11 – –
William Wax	April - 1835	43d - ditto - - - -	57 4 –	2 – –
James Divine	March - 1836	44th - ditto - - - -	57 4 –	
Benjamin Lyndsay	March - 1836	45th - ditto - - - -	57 4 –	4 – –
Patrick M'Gahan	May - 1836	46th - ditto - - - -	57 4 –	10 – –
Thomas Fleming	May - 1836	47th - ditto - - - -	57 4 –	5 – –
James M'Donald	May - 1836	48th - ditto - - - -	57 4 –	10 – –
Edward Smith	May - 1819	49th - ditto - - - -	57 4 –	2 5 –
Joseph M'Cullagh	March - 1837	50th - ditto - - - -	57 4 –	
Henry M'Quaid	May - 1837	51st - ditto - - - -	57 4 –	10 – –
Hugh Tighe	July - 1837	52d - ditto - - - -	57 4 –	7 – –
Charles Reilly	July - 1837	53d - ditto - - - -	57 4 –	2 12 –
Joseph Sweeny	September 1837	54th - ditto - - - -	57 4 –	8 – –
Alexander Marshall	January 1837	55th - ditto - - - - delivering	57 4 –	10 – –
Thomas M'Connell	May - 1836	56th - ditto - letters in Dublin, and sorting	57 4 –	7 – – - - Christmas-boxes and profits from sale of Directory to the public.
		THIRD CLASS: and forwarding		
Michael Holland	March - 1838	57th - ditto - newspapers by	49 8 –	6 – –
John Wilson	March - 1839	58th - ditto - mails throughout Ireland	49 8 –	2 – –
Patrick Reddy	June - 1839	59th - ditto -	49 8 –	3 10 –
Peter Hendrick	December 1837	60th - ditto - - - -	49 8 –	8 – –
Michael O'Brien	June - 1839	61st - ditto - - - -	49 8 –	10 – –
John Kerrigan	June - 1839	62d - ditto - - - -	49 8 –	6 – –
James Conroy	June - 1839	63d - ditto - - - -	49 8 –	4 – –
Arthur Murphy	January 1838	64th - ditto - - - -	49 8 –	1 5 –
William Dowd	June - 1839	65th - ditto - - - -	49 8 –	3 10 –
John Callanan	September 1838	66th - ditto - - - -	49 8 –	
Thomas Finnegan	September 1837	67th - ditto - - - -	49 8 –	1 – –
James Carthy	June - 1839	68th - ditto - - - -	49 8 –	6 – –
James Lamy	June - 1839	69th - ditto - - - -	49 8 –	
Thomas Plunkett	June - 1839	70th - ditto - - - -	49 8 –	5 – –
J. Field	July - 1839	71st - ditto - - - -	49 8 –	
James Kelly	July - 1839	72d - ditto - - - -	49 8 –	6 – –
John Ward	August 1839	73d - ditto - - - -	49 8 –	4 – –
James Quaid	December 1839	74th - ditto - - - -	49 8 –	6 – –
Thomas Carroll	January 1840	75th - ditto - - - -	49 8 –	6 – –
F. Mulligan	January 1839	76th - ditto - - - -	49 8 –	4 – –
Myles Farrell	January 1840	77th - ditto - - - -	49 8 –	4 10 –
Callaghan M'Carthy	February 1840	78th - ditto - - - -	49 8 –	9 10 –
James Copeland	July - 1839	79th - ditto - - - -	49 8 –	– 15 –
P. Brady	March - 1840	80th - ditto - - - -	49 8 –	9 7 –
Richard Boyle	June - 1840	81st - ditto - - - -	49 8 –	
Henry Giltrap	June - 1839	82d - ditto - - - -	49 8 –	13 4 –
Francis Rice	August 1841	83d - ditto - - - -	49 8 –	3 – –
Alexander Forsyth	January 1842	84th - ditto - - - -	49 8 –	7 10 –
David Ogden	July - 1842	85th - ditto - - - -	49 8 –	
		JUNIOR CLASS:		
Patrick Gavigan	November 1839	86th - ditto - - - -	46 16 –	5 – –
Joshua Barry	November 1839	87th - ditto - - - -	46 16 –	2 10 –
William Armstrong	July - 1842	88th - ditto - - - -	46 16 –	
Henry Vosser	January 1842	89th - ditto - - - -	46 16 –	

INLAND OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. SALARY Paid from Post Office Revenue.	FEES, EMOLUMENTS, &c.
		JUNIOR CLASS—*continued.*	£. s. d.	
John M'Donnell -	January 1842	90th letter-carrier - - -	46 16 –	
James Furlong - -	October 1843	91st - ditto - - - -	46 16 –	
Matthew Carthy -	January 1844	92d - ditto - - - -	46 16 –	
James Dawson - -	January 1844	93d - ditto - - - -	46 16 –	
Henry Stewart - -	April - 1840	94th - ditto - - - -	46 16 –	
James Casey - -	June - 1840	95th - ditto - - - -	46 16 –	
Mathew Lambert -	January 1844	96th - ditto - - - -	46 16 –	
Thomas Nugent - -	January 1844	97th - ditto -	46 16 –	
Thomas Hunter - -	January 1844	98th - ditto - - - delivering letters in Dublin, and sorting and forwarding newspapers by mails throughout Ireland -	46 16 –	
Henry Jackson - -	March - 1844	99th - ditto -	46 16 –	- - £.3. Christmas-boxes and profits from sale of Directory to the public.
John Archer - -	September 1841	100th - ditto -	46 16 –	
P. Carolin - -	February 1844	101st - ditto -	46 16 –	
Thomas Vance - -	March - 1844	102d - ditto -	46 16 –	
Charles Harte - -	January 1844	103d - ditto -	46 16 –	
Thomas Tugman -	February 1844	104th - ditto -	46 16 –	
P. Nelligan - -	April - 1843	105th - ditto - - - -	46 16 –	
Thomas Jackson -	February 1844	106th - ditto - - - -	46 16 –	
John Nugent - -	February 1844	107th - ditto - - - -	46 16 –	
Thomas M'Kiernan -	February 1844	108th - ditto - - - -	46 16 –	
James Armstrong -	March - 1844	109th - ditto - - - -	46 16 –	
William J. Watson -	July - 1844	110th - ditto - - - -	46 16 –	
Thomas Rogan - -	July - 1844	111th - ditto - - - -	46 16 –	
Alexander Miller -	- - 1814	- - gate-porter at yard-gates, to let mail-coaches and cars in and out from 4 A.M. to 8 P.M. - - -	48 2 –	room in gate lodge.
James Dawson - -	- - 1832	gate-porter - - attending front gates, day and night alternately - - -	48 2 –	
Henry Ecklin - -	- - 1844	ditto -	48 2 –	
One lamp-lighter -	- - -	lighting and cleaning lamps - -	- - at 15*s.* 3*d.* per week.	
Two fire-lighters and labourers.	- - -	- - lighting fires in offices, sweeping and cleaning, &c., under directions of labourer in trust.	- - at 12*s.* per week each.	
Six housemaids - -	- - -	under directions of housekeeper -	- - at 10*s.* 8*d.* per week each.	

POST OFFICE.

RETURN of all Persons employed in the General Post Office in *London* and in *Dublin*; with the Date of each Appointment, Nature of the Duties, Amount of Salary, and Fund from which each Salary is paid.

(*Mr. Thomas Duncombe.*)

Ordered, by The House of Commons, *to be Printed,*
25 *February* 1845.

72.

Under 8 *oz.*

M. MAZZINI.

COPIES and EXTRACTS of DESPATCHES having reference to *M. Mazzini*, 1833—1844.

Ordered, by The House of Commons, *to be Printed*, 3 *April* 1845.

LIST OF PAPERS.

No. 1.—Mr. Seymour to Viscount Palmerston, 27 Mar. 1833 - - - - p. 1
2.—Sir A. Foster to Viscount Palmerston, 1 July 1833 - - - - - p. 1
3.—Mr. Seymour to Viscount Palmerston, 31 August 1833 - - - - p. 2
4.—Mr. Morier to Viscount Palmerston, 28 January 1834 - - - - p. 2
5.—Mr. Morier to Viscount Palmerston, 30 January 1834 - - - - p. 3
6.—Mr. Morier to Viscount Palmerston, 3 February 1834 - - - - p. 3
7.—Mr. Morier to Viscount Palmerston, 4 February 1834 - - - - p. 3
8.—Mr. Morier to Viscount Palmerston, 8 February 1834 - - - - p. 4
9.—Sir G. H. Seymour to the Earl of Aberdeen, 1 March 1844 - - - p. 5

— No. 1. —

Mr. *Seymour* to Viscount *Palmerston*.—(Received April 11.)

(Extract.) Florence, 27 March 1833.

I HAVE for some time intended noticing to your Lordship a periodical paper, called the "Giovane Italia," which has been lately published by a certain Mazzini, at Marseilles, and which, being secretly introduced into the Italian States, is becoming a kind of catechism for those who profess ultra-liberal opinions. Mr. Seymour to Viscount Palmerston. 27 March 1833.

I could have wished to send your Lordship some numbers of the paper in question; but such is the difficulty of obtaining them, that although I have seen the whole collection, I have been only able to procure the article which I have the honour of inclosing, and which is but an indifferent specimen of the work.

The "Giovane Italia" is written with the avowed intention of inculcating Republican principles, and of preparing the way for an overthrow of the established order of things in the Italian Peninsula.

It says, indeed, in an early number, that the state of Europe is such, that either kings or people must cease to exist, and that trusting that similar efforts will be made in other countries, its own endeavours must be directed towards Italy, where no prosperity is to be expected till every existing government is uprooted, till the Germans are driven back beyond the Alps, and till the whole of the Peninsula shall become one great and undivided republic.

The "Giovane Italia" attributes the failure of the revolution of 1831 to the incapacity of its chief directors, and to the difference of opinion existing among them; and it argues, therefore, the necessity of any future revolution finding a select body of Italians prepared with a set of definite objects, to prosecute which all their energies must be bent.

— No. 2. —

Sir *Augustus Foster* to Viscount *Palmerston*.—(Received July 11.)

(Extract.) Turin, 1 July 1833.

ELEVEN persons of subordinate rank have now been already condemned and shot, either at Chambery, Alessandria, or Genoa, on the charges of plotting to establish a democratical government here, and even over all Italy; and I am assured that most of them have confessed their offences and admitted the justice Sir A. Foster to Viscount Palmerston. 1 July 1833.

of their punishment; at Genoa, indeed, I understand the proceedings took place in open court, and everybody could convince himself that there was real ground for the accusations. Count de la Tour, however, is of opinion that there were two plans, one of a Jacobinical nature, which was the great conspiracy, depending on that of Paris and Lyons; but the other, he thinks, was more general in terms, depended on events, and had for its object an oligarchical constitutional form of government; and to this latter he thinks the higher class of prisoners may have belonged.

The Austrian minister professes to have got hold of a number of letters of instructions from Mazzini, who was expelled from Genoa, and is head of the Secret Tribunal, author of the atrocious murders lately committed at Rodez; and from these instructions, if genuine, it appears clearly that his agents had orders to endeavour to get not only nobles, but priests and monks, if possible, to commit themselves. Count de la Tour, however, told me that on the intended banquet at Lyons having been suppressed last month by the French Government, the leaders of the plot had given orders to suspend further operations, but they had done this so very suddenly that there was not time to stop the movement caused by their first intentions everywhere, and to this was owing the discovery that has been made.

— No. 3. —

Mr. *Seymour* to Viscount *Palmerston*.—(Received September 10.)

(Extract.) Florence, 31 August 1833.

Mr. Seymour to Viscount Palmerston. 31 August 1833.

I TAKE advantage of the safe occasion by which I am now addressing your Lordship, for the purpose of informing you that this Government, in common with those of the neighbouring States, are apprehensive that a descent upon three points of the Peninsular coast will be attempted by the liberals of France and Switzerland.

Upon the present occasion, there is unquestionably a foundation for the apprehensions entertained by the Italian Governments, as I have certain knowledge of a scheme of the nature I allude to, having been, to a degree, matured under the auspices of M. Mazzini, and other leading members belonging to the association of the "Giovane Italia."

Among other facts which have led me to the conclusion which I have ventured to state to your Lordship, is this, that a young Italian with whom I am acquainted, has, within the last six weeks, subscribed on the part of himself and his friends, ten thousand crowns for the purchase of arms.

I have some reason for believing that the want of good faith, so characteristic of Italian transactions, is to be observed in the resolutions of M. Mazzini and his brother conspirators. They have received very large sums of money; but indifferent explanations could, I imagine, be offered of the use to which the funds have been applied; and the time is come when some sort of demonstration must be made to satisfy the anxiety of the subscribing parties. Again I beg to repeat to your Lordship my conviction that the attempts to raise a commotion in Italy would, under existing circumstances, be attended with the most disastrous consequences to those engaged in them.

— No. 4. —

Mr. *Morier* to Viscount *Palmerston*.—(Received February 3.)

My Lord, Berne, 28 January 1834.

Mr. Morier to Viscount Palmerston. 28 January 1834.

THE object for which some of the Polish refugees have been lingering in this canton, notwithstanding the willingness of the French government to readmit them into France, seems at length disclosed by the circumstance of which I have now the honour to inform your Lordship of their having left their quarters at Porentrui and Bienne, to the number of 70 or 80, for the purpose of proceeding

proceeding to join, it is supposed, other refugees in Savoy, where they expect to find prepared to their hands the materials of insurrection against the Sardinian government. The committee directing their proceedings accompanies them, and is said to be well supplied with money.

M. de Vignet, the Sardinian minister, left Berne last night, for the purpose, it is presumed, of proceeding to give his government information of the event.

I have, &c.

(signed) *D. R. Morier.*

— No. 5. —

Mr. *Morier* to Viscount *Palmerston.*—(Received February 10.)

(Extract.) Berne, 30 January 1834.

Mr. Morier to Viscount Palmerston. 30 January 1834.

SINCE my despatch to your Lordship of the 28th, further information received of the projected expedition of the Poles into the Sardinian States carries their number to about 130, which is said to be further increased by the accession of some German and Swiss students, and a few Italian refugees.

The appearance of the greater part of these individuals in the Canton of Vaud, and principally at Nyon on the Lake of Geneva, leaves little doubt of their purpose being to cross over to the opposite shore of Savoy.

— No. 6. —

Mr. *Morier* to Viscount *Palmerston.*—(Received February 9.)

(Extract.) Berne, 3 February 1834.

Mr. Morier to Viscount Palmerston. 3 February 1834.

NOTWITHSTANDING the measures taken by the Government of Vaud, the Poles and their associates, fully supplied as it now appears with arms and ammunition, succeeded in embarking at Nyon on board of two barks which they forcibly seized, and crossed over the Lake to the territory of Geneva.

The Geneva Government, anticipating their project to invade Savoy, had issued a Proclamation announcing the determination not to suffer any hostile proceeding to issue from its territory against that of a friendly neighbour, and accordingly caused the 20 or 30 men who first landed from the smaller of the two barks, to be disarmed. These were escorted into the town of Geneva by a party of militia, but their escape was soon effected by a tumult raised in their favour among the people, whose clamours, ready prepared for the occasion, obtained an easy victory over the good intentions of a weak government, and protected the immediate assemblage and march upon the little town of St. Julien, in Savoy, of an armed band, to the number of between two and three hundred, consisting partly of Italian refugees and other adventurers collected at Carrouge and in the neighbourhood.

In the meanwhile, the main body of the Poles, apprized of the disarming of their companions above mentioned, having landed at some distance from Geneva, marched at once into Savoy, upon Anemasse, a small place just within the frontier.

— No. 7. —

Mr. *Morier* to Viscount *Palmerston.*—(Received February 11.)

(Extract.) Berne, 4 February 1834.

Mr. Morier to Viscount Palmerston. 4 February 1834.

THE information of yesterday's date, received here this morning, announces the complete failure of the expedition into Savoy, mentioned in my despatch of yesterday.

It appears that General Romarino, having on his way from Berne to Geneva,

to assume the command, ascertained that 140 men had been prevented by the joint vigilance of the Governments of Vaud and Geneva, from joining their comrades, he proceeded to Anemasse to inform the party stationed there, that it was in vain to proceed in the enterprize with so diminished a force. The consequence of this notice was the dispersion of that party and of the one stated to have taken the route of St. Julien. The men returned into the territory of Geneva throwing away their arms.

— No. 8. —

Mr. *Morier* to Viscount *Palmerston*.—(Received February 15.)

(Extract.) Berne, 8 February 1834.

Mr. Morier to Viscount Palmerston. 8 February 1834.

THE news received here since my last despatch of the 4th instant, of the attempts made by bands of refugee adventurers, to enter Savoy from France, by the points of Seyssel and Les Echelles, have placed beyond a doubt the fact, that the movement of the Poles from Switzerland was connected with a more extensive plan, which it appears included the overthrow of the existing Government of Geneva, and the seizure of its warlike stores, to be used in a more serious attack upon Savoy than that which has just failed.

The failure is attributed to the impatience of the principal Italian leader, Mazzini, who, anticipating by two or three days the term fixed for the combined operation, revealed the views of the aggressors in a proclamation issued by the self-styled "Provisional Insurrectional Government of Savoy."

The conduct of the chief actors in this enterprise is represented as having been in point of talents, courage, and good faith among each other, as disgraceful as the issue has been to them disastrous. They were accused of having, after their return to Geneva, several times broken their word of honour pledged to the Government, that they would remain quiet; it is said that they were detected only two nights ago, endeavouring to re-engage men at Carrouge for the renewal of the aggression against Savoy.

PROCLAMATION referred to in No. 8.

(Translation.)

"Liberty, Equality, Humanity, Independence, Concord!"

THE Provisional Insurrectionary Government;

In the name of the People;

Considering that wherever despotism prevails, insurrection is the most sacred duty; that when the moment, matured by circumstances, has arrived, it is a crime not to assemble under the banner of insurrection; that this moment has arrived; that every insurrection, resolved upon for national purposes, must be carried into effect by the people; and that a general, voluntary, and conspicuous outbreak, is a powerful means of abridging that state of uncertainty which is the forerunner of insurrection,—

Determines:

1. The insurrection is proclaimed from this moment.
2. The citizens are called upon to take arms of whatever kind they may be; to assemble in public places; to join the men whom public opinion, and the insurrection itself, will designate as those most devoted to the cause of the people.
3. The tocsin is to be rung in every city, town and village.
4. The patriots will scour the valleys and plains for the purpose of spreading the insurrection.
5. Every district which has risen will notify the insurrection by fires lighted on every rising ground.
6. The Government standard must everywhere be taken down, to be replaced by the standard of insurrection.
7. All the districts which have risen must immediately establish means of communication between them. They are to dispatch messengers to the places to be pointed out to them by public report, as occupied by the liberating columns. They will furnish accounts of the marchings, movements, and collection of troops, or of any other of their operations.

8. Disagreement

8. Disagreement between the people and the troops is to be most carefully avoided. Above all, every fraternal and amicable mode is to be put in practice before having recourse to arms.

9. In the towns the insurrection will seize upon the house of the town council as well as upon the gates, and the most important posts of the town; it will maintain them in conjunction with the military, provided always that the latter has fraternized; in the contrary case it will act alone.

10. The following public functionaries, viz., the receivers of the public revenue, the collectors of the salt and tobacco duties, the receivers of applications, the registrars of mortgages, the directors or administrators of the posts, the officials attached to forests, and all the inspectors of these different branches, the clerks of communities, and all accountants of whatever kind, are bound to remain at their posts on pain of their being declared guilty of treason to the country.

11. The heads of communities are not only bound to continue at their posts and in their occupations, but they are also to watch over the immediate and complete execution of the present decree under their own responsibility. The chests of the registers, archives, state papers, and their administrations, are placed under their custody and responsibility.

12. Should there exist hostile or doubtful troops in the neighbourhood of places that have risen, the materials necessary for raising barricades must be collected in the public places, and at the ends of the principal high roads.

13. The moment that the insurrection has been established it will behove every province and every considerable town to dispatch a strong band of armed patriots to the head quarters of the liberating army.

14. The watchword of the insurrection to be "Long live the Republic!"

15. All women, children, and old men, are under the protection of the people.

(signed) *Joseph Mazzini.*
Amadeus Malagari.
John Ruffini.
Rubin.
&c. &c. &c.

St. Julien, 1 February 1834.

— No. 9. —

Sir *G. Hamilton Seymour* to the Earl of *Aberdeen*.—(Received March 4.)

(Extract.) Brussels, 1 March 1844.

Sir G. H. Seymour to the Earl of Aberdeen. 1 March 1844.

Prince Pierre Buonaparte, who has resided for some years in the Ardennes, applied some time since for permission to take up his abode at Brussels.

This request the Government were upon the point of complying with, when their resolution was changed by representations made by the French Ambassador. His Excellency, who has spoken to me on the subject, believes Prince Pierre Buonaparte to be concerned in the manifestations of discontent at present observed in the Roman provinces, and in still more serious disturbances which he understands to be in preparation in the same quarter. He is informed that M. Mazzini, the head of the "Giovane Italia" Association, who is now an exile in England, is one of the most active promoters of these seditious movements, and that this person wishes to make some communication to Prince Pierre through the medium of a certain ————, likewise a resident in England.

It so happened that I was the first person who called the attention of the Government to Mazzini, and I never doubted that he and his associates were a set of dangerous adventurers, whose movements should be closely observed.

M. MAZZINI.

COPIES and Extracts of Despatches having reference to *M. Mazzini*, 1833—1844.

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, *to be Printed,*
3 *April* 1845.

190.

Under 1 *oz.*

POST-OFFICE.

RETURN to an ORDER of the Honourable The House of Commons, dated 19 March 1845;—*for*,

A RETURN "of the ANNUAL INCOME and CHARGES upon the Fund denominated 'THE LETTER-CARRIERS' FUND,' in the General Post Office, from its Establishment to the Quarter ending the 5th day of January 1845; showing what connexion it has with the Early Delivery of Letters in *London*, the Authority under which it is collected, the Names of the present Subscribers, the Amount of Per-centage paid by each Letter-Carrier, where and in whose Name, and under whose Control, any Balance is at present deposited, with the Amount thereof;—Also, the Name, Date, and Amount of Superannuation of each Letter-Carrier now on the Fund, together with the Name, Date, Amount of Superannuation, and Date of Death of every Letter-Carrier appearing to have been on the Fund within the last Five Years."

(Mr. Thomas Duncombe.)

Ordered, by The House of Commons, *to be Printed*,
23 *April* 1845.

Under 1 *oz.*

RETURN of the ANNUAL INCOME and CHARGES upon the Fund denominated "THE LETTER-CARRIERS' FUND," in the General Post Office, from its Establishment to the Quarter ending the 5th day of January 1845; showing what connexion it has with the Early Delivery of Letters in *London*, the Authority under which it is collected, the Names of the present Subscribers, the Amount of Per-centage paid by each Letter-Carrier, where, and in whose Name, and under whose Control, any Balance is at present Deposited, with the Amount thereof;—Also, the Name, Date, and Amount of Superannuation of each Letter-Carrier now on the Fund, together with the Name, Date, Amount of Superannuation, and Date of Death of every Letter-Carrier appearing to have been on the Fund within the last Five Years.

FUND ESTABLISHED 5TH APRIL 1807.

——	Annual Income. £.	s.	d.	Charges. £.	s.	d.
Years ended 5 Apr. 1808	2,167	–	–	1,952	19	–
— 1809	2,167	–	–	1,923	14	–
— 1810	2,167	–	–	2,114	2	–
— 1811	2,167	–	–	2,104	17	–
— 1812	2,167	–	–	2,059	11	–
— 1813	2,167	–	–	1,937	–	6
— 1814	2,167	–	–	2,127	14	–
— 1815	2,167	–	–	2,147	2	–
— 1816	2,167	–	–	2,123	12	–
— 1817	2,167	–	–	2,073	3	8
— 1818	2,167	–	–	2,190	8	8
— 1819	2,167	–	–	2,149	2	–
— 1820	2,167	–	–	2,106	13	4
— 1821	2,167	–	–	2,003	4	4
— 1822	2,167	–	–	1,775	6	4
— 1823	2,167	–	–	1,820	11	4
— 1824	2,167	–	–	2,166	16	4
— 1825	2,167	–	–	2,264	11	4
— 1826	2,167	–	–	2,410	7	4
— 1827	2,167	–	–	2,573	1	4
Years ended 5 Apr. 1828	2,167	–	–	2,489	16	10
— 1829	2,167	–	–	2,259	6	11
— 1830	1,900	5	–	2,008	18	–
— 1831	1,341	10	–	1,789	5	6
— 1832	1,320	–	–	1,757	4	–
— 1833	1,314	15	–	1,741	9	–
— 1834	1,320	–	–	1,720	4	–
— 1835	1,258	5	–	1,632	4	–
— 1836	1,115	15	–	1,477	8	–
— 1837	988	–	–	1,215	10	8
— 1838	852	10	–	973	9	10
— 1839	834	10	–	834	15	4
— 1840	822	5	–	804	13	2
— 1841	768	15	10	675	3	2
— 1842	697	–	–	514	17	7
— 1843	699	10	–	468	2	4
— 1844	699	10	–	431	6	2
Three quarters, ended 5 January 1845	524	12	6	274	–	–

CONNEXION WITH THE EARLY DELIVERY.

On the walks assessed to the Fund, the amounts received by the letter-carriers for the Early Delivery form so large a proportion of their total emoluments, that contribution to the Fund may be considered as dependent upon the Early Delivery. Wherever circumstances have caused its discontinuance on any walk, the assessment to the Fund on that walk has thereupon ceased.

AUTHORITY.

The Postmaster-general, with the sanction of the Lords of Her Majesty's Treasury.

Present Subscribers.	*Per-centage per Annum. £.	s.	d.	Present Subscribers.	Per-centage per Annum. £.	s.	d.	Present Subscribers.	Per-centage per Annum. £.	s.	d.
J. W. Carpenter	13	–	–	David Bishop	14	–	–	George Smith	4	–	–
George Aylmore	10	–	–	William Lawrence	10	–	–	Robert Meggs	20	–	–
Thomas Lloyd	26	–	–	William Allman	16	–	–	Andrew Froom	21	–	–
Richard Bickerton	16	–	–	Jeremiah Miller	11	–	–	William A. Colenutt	10	–	–
John Miller	4	–	–	Samuel Fielden	6	–	–	Charles Dance	12	–	–
Charles Baldwin	12	–	–	William Gray	8	–	–	Miles Mills	20	–	–
Henry Jaggs	9	–	–	Richard S. Holditch	14	–	–	Ebenezer Williams	18	–	–
Matthew Place	4	–	–	William Sarjeant	10	10	–	Edward Frost	20	–	–
James Fox	25	–	–	John Williams	8	–	–	Henry Tyrrell	23	–	–
Isaac Field	12	–	–	Thomas Woolner	12	–	–	Richard Brandon	8	–	–
John P. Hodge	16	–	–	James Brunton	16	–	–	Charles Page	6	–	–
Jonas Cooter	13	–	–	David Millen	16	–	–	William Branham	8	–	–
Charles Suter	8	–	–	John Maddox	14	–	–	John Arthur	12	–	–
William Layfield	15	–	–	Henry Hopton	18	–	–	William Splevins	17	–	–
Joseph Blake	17	–	–	Thomas Whicher	10	–	–	William B. Thomas	10	–	–
Robert Allen	16	–	–	Martin H. Mann	13	–	–	William Farley	6	–	–
Edward Howe	18	–	–	William Hunt	10	–	–	James Hallows	16	–	–
Thomas Cockburn	22	–	–	Samuel Poucher	14	–	–				

* The deduction made from the income of the letter-carriers is not a per-centage, but an assessment that has been regulated upon what has been considered the fair average of the walks upon which the letter-carriers happen to be employed.

WHERE, and in whose NAME, and under whose CONTROL, any BALANCE is at present deposited, with the AMOUNT thereof.

There is, properly speaking, no balance in favour of this fund, as the superannuation allowances of the letter-carriers, which it was intended to defray, have been a charge upon the Post-office revenue since 1826, from which time the fund becoming unequal to the increasing demands upon it, all pensions subsequently granted to the General Post-office letter-carriers were paid from the revenue, leaving the fund only chargeable with the allowances granted up to 1826. As these old pensions are gradually falling in, the income of the fund now exceeds the charges, and the excess, which amounted up to the 5th January last to 761 *l.* 13 *s.* 1 *d.*, has been paid into the revenue.

PENSIONERS now on the FUND.			PENSIONERS Deceased within the last Five Years.			
Name.	Date of Superannuation.	Amount.	Name.	Date of Superannuation.	Amount.	Date of Death.
		£. s. d.			£. s. d.	
Mark Baxter -	March 1826 -	80 – –	Alexander Spalding	April 1826 -	50 – –	30 June 1840.
Ebenezer Culver -	Feb. 1823 -	45 – –	John Merry - -	Feb. 1820 -	70 – –	29 Dec. —
William Dyke -	April 1813 -	70 – –	William Harvey -	Feb. 1824 -	70 – –	18 Feb. 1841.
William Martin -	April 1825 -	80 – –	William West -	July 1825 -	80 – –	26 Oct. —
Robert Pearce -	May 1823 -	60 – –	James Burgess -	Oct. 1810 -	30 – –	27 Feb. 1843.
			Pelegrine Archer -	Feb. 1823 -	75 – –	17 Feb. 1844.
			John Jones, prior to	5 April 1807 -	31 4 –	23 Feb. 1845.

(signed) *Frederic Kelly*,
Inspector of Letter-Carriers.

W. Bokenham,
Superintending President.

POST-OFFICE.

RETURN of the Annual Income and Charges upon the Fund denominated "The Letter-Carriers' Fund," in the General Post Office, from its Establishment to the Quarter ending the 5th day of January 1845; &c.

(Mr. Thomas Duncombe.)

Ordered, by The House of Commons, *to be Printed,*
23 *April* 1845.

Under 1 oz.

POST OFFICE.

RETURN to an ORDER of the Honourable The House of Commons, dated 2 May 1845;—*for*,

RETURN "of the Number of CHARGEABLE LETTERS which have passed through the LONDON GENERAL POST (Inwards and Outwards) since the first General Reduction of Postage, on the 5th day of December 1839, dividing the Time, as far as practicable, into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also of the estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner."

RETURN "of the Number of LETTERS which have passed through the LONDON DISTRICT POST, exclusive of all GENERAL POST LETTERS, for the same Periods; and distinguished in the same manner as the last Return."

"COMPARATIVE STATEMENT of the Number of LETTERS, including FRANKS, during the Existence of the Franking Privilege, delivered in the United Kingdom in One Week of each Calendar Month, beginning with November 1839 and ending with the present Time."

"ACCOUNTS showing the Gross and Net POST OFFICE REVENUE, and the Cost of Management, for the United Kingdom, for each of the Years ending the 5th day of January 1839, 1840, 1841, 1842, 1843, 1844, and 1845, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the English to the Irish Post Office, and Advances to the Money-order Office; also, disregarding in the Return for each Year any Old Debts written off, or Postage remitted, or other Deductions which relate to previous Years."

RETURN "showing, as nearly as it can be given, the Gross Amount of POSTAGE REVENUE for *England* and *Wales*, exclusive of Returns for REFUSED LETTERS, for the Month ending the 5th day of January 1840, during which the Fourpenny Rate was established; and also for the Two Months ending the 5th day of January 1842, 1843, 1844, and 1845."

RETURN "of the PAYMENTS by the POST OFFICE made during each of the Years ending the 5th day of January 1839, 1840, 1841, 1842, 1843, 1844, and 1845, for the Conveyance of the Mails by Railway in *Great Britain*; distinguishing, in each instance, the Payments for Work done within the Year from Payments for Work done in previous Years."

"RETURN of the Number and Amount of MONEY ORDERS issued and paid in *England* and *Wales* during each Quarter, from the Quarter ending the 5th day of April 1839 to that ending the 5th day of January 1845, inclusive."

"SIMILAR RETURN as regards MONEY ORDERS issued and paid in *London*."

(Mr. Hawes.)

Ordered, by The House of Commons, *to be Printed*,
29 *May* 1845.

Under 1 *oz.*

RETURN of the Number of CHARGEABLE LETTERS which have passed through the LONDON GENERAL POST (Inwards and Outwards) since the first General Reduction of Postage on the 5th day of December 1839, dividing the Time, as far as practicable, into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also of the Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner.

1840.

Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
4 January -	1,596,434	505,847	- - -	2,102,281
1 February -	787,139	2,217,127	- - -	3,004,266
29 February -	462,647	2,875,427	- - -	3,338,074
28 March -	386,150	2,986,517	- - -	3,372,667
25 April -	423,930	2,980,970	- - -	3,404,900
23 May - -	410,399	2,630,895	419,984	3,461,278
20 June - -	367,831	2,354,932	942,430	3,665,193
18 July - -	337,176	2,288,040	1,188,229	3,813,445
15 August -	351,234	2,181,296	1,439,334	3,971,864
12 September -	291,973	2,229,952	1,535,137	4,057,062
10 October -	308,686	2,201,756	1,671,736	4,182,178
7 November -	267,743	2,119,278	1,910,581	4,297,602
5 December -	296,285	2,096,097	1,992,219	4,384,601

1841.

2 January - -	333,433	1,974,684	2,047,120	4,355,237
30 January -	370,080	2,204,919	2,108,074	4,683,073
27 February -	406,173	2,349,958	2,275,321	5,031,452
27 March -	435,388	2,249,080	2,375,659	5,060,127
24 April -	449,338	2,191,941	2,325,650	4,966,929
23 May - -	464,697	2,284,045	2,487,459	5,236,201
19 June - -	485,986	2,340,379	2,516,304	5,342,669
17 July - -	484,987	2,461,049	2,565,987	5,512,023
14 August -	466,264	2,448,165	2,562,905	5,477,334
11 September -	479,709	2,450,026	2,644,269	5,574,004
9 October -	468,896	2,449,606	2,722,109	5,640,611
6 November -	411,269	2,266,492	2,762,572	5,440,333
4 December -	405,840	2,290,108	2,802,938	5,498,886

1842.

1 January - -	411,335	2,188,697	2,607,265	5,207,297
29 January -	351,134	2,166,960	2,760,757	5,278,851
26 February -	405,213	2,185,945	2,933,870	5,525,028
26 March -	381,458	2,118,809	2,810,911	5,311,178
23 April -	447,620	2,153,979	2,867,074	5,468,673
21 May - -	428,056	2,142,229	2,888,187	5,458,472
18 June - -	432,592	2,169,878	2,731,486	5,333,956
16 July - -	329,842	2,315,575	2,691,570	5,336,987
13 August -	309,876	2,295,754	2,723,598	5,329,228
10 September -	288,825	2,428,014	2,713,321	5,430,160
8 October -	294,939	2,431,887	2,753,338	5,480,164
5 November -	373,149	2,307,114	2,850,304	5,530,567
3 December -	452,285	2,357,561	2,890,513	5,700,359
31 December -	263,130	2,385,232	2,790,262	5,438,624

1843.

Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
28 January -	312,839	2,431,231	2,972,828	5,716,898
25 February -	297,574	2,434,412	3,000,786	5,732,772
25 March - -	325,434	2,369,206	3,051,760	5,746,400
22 April - -	301,666	2,360,146	3,050,184	5,711,996
20 May - -	331,215	2,464,802	3,135,019	5,931,036
17 June - -	295,753	2,488,421	3,123,377	5,907,551
15 July - -	260,869	2,552,894	3,042,079	5,855,842
12 August - -	274,351	2,582,991	3,117,313	5,974,655
9 September -	260,100	2,527,560	3,023,243	5,810,903
7 October -	287,780	2,589,172	3,081,806	5,958,758
4 November -	412,046	2,488,802	3,192,507	6,093,355
2 December -	474,995	2,512,926	2,972,005	5,959,926
31 December -	453,463	2,465,291	2,868,481	5,787,235

1844.

27 January - -	433,270	2,524,838	3,079,418	6,037,526
24 February - -	419,950	2,472,613	3,196,992	6,089,555
23 March - -	478,411	2,513,009	3,173,702	6,165,122
20 April - -	448,826	2,463,846	3,075,616	5,988,288
18 May - -	460,981	2,501,026	3,229,039	6,191,046
15 June - -	484,309	2,512,956	3,205,124	6,202,389
13 July - -	458,678	2,553,526	3,265,527	6,277,731
10 August - -	460,788	2,609,260	3,367,794	6,437,842
7 September -	417,456	2,618,326	3,373,372	6,409,154
5 October - -	549,705	2,583,748	3,494,580	6,628,033
2 November -	463,915	2,575,521	3,639,633	6,679,069
30 November -	524,868	2,536,054	3,640,785	6,701,707
28 December -	453,492	2,495,013	3,421,810	6,370,315

1845.

25 January - -	504,519	2,613,848	3,681,926	6,800,293
22 February - -	529,639	2,561,051	3,670,644	6,761,334
22 March - -	493,765	2,475,312	3,674,750	6,643,827
19 April - -	529,334	2,576,051	3,824,515	6,929,900
17 May - -	507,261	2,528,729	3,870,341	6,906,331

	Unpaid.	Paid.	TOTAL.
1839: Estimated Average for Four Weeks - - - -	1,358,651	263,496	1,622,147

Note.—The Fourpenny Rate came into operation on the 5th December 1839; the Penny Rate 10th January 1840; Stamps, 6th May 1840.

Inland Office,
20 May 1845.

(signed) *W. Bokenham,*
Superintending President.

RETURN of the Number of LETTERS for the LONDON DISTRICT POST, exclusive of all GENERAL POST LETTERS, since the First General Reduction of Postage on the 5th December 1839, dividing the Time (as far as practicable) into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Paid, Unpaid, and Stamped, and Total Number of Letters; also a Return of the Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner.

1840.

Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
4 January -	477,273	825,282	- -	1,302,555
1 February -	331,589	1,207,985	- -	1,539,574
29 February -	312,757	1,312,379	- -	1,625,136
28 March -	214,863	1,308,100	- -	1,522,963
25 April - -	202,390	1,368,100	- -	1,570,490
23 May - -	197,922	1,198,613	285,079	1,681,614
20 June - -	182,914	1,001,088	518,342	1,702,344
18 July - -	175,927	920,157	565,145	1,661,229
15 August -	159,153	814,873	536,197	1,510,223
12 September -	152,441	752,423	458,658	1,363,522
10 October -	151,106	790,919	501,069	1,443,094
7 November -	150,429	830,235	577,598	1,558,262
5 December -	148,362	812,559	596,997	1,557,918

1841.

2 January -	140,328	810,052	619,166	1,569,546
30 January -	157,242	926,264	752,134	1,835,640
27 February -	207,265	884,822	771,041	1,863,128
27 March -	142,766	833,849	789,543	1,766,158
24 April - -	138,618	821,807	777,210	1,737,635
22 May - -	144,176	851,413	855,487	1,851,076
19 June - -	140,299	906,252	837,724	1,884,275
17 July - -	137,209	884,136	877,986	1,899,331
14 August -	121,332	790,755	736,542	1,648,629
11 September -	117,857	734,082	683,104	1,535,043
9 October - -	119,507	763,377	719,990	1,602,874
6 November -	120,883	755,947	793,686	1,670,516
4 December -	119,255	799,786	840,477	1,759,518

1842.

1 January -	110,452	786,545	868,739	1,765,736
29 January -	118,101	820,835	980,694	1,919,630
26 February -	178,969	801,863	982,782	1,963,614
26 March -	109,447	751,598	915,988	1,777,033
23 April - -	107,819	763,339	948,116	1,819,274
21 May - -	109,883	808,507	986,020	1,904,410
18 June - -	112,576	821,524	965,946	1,900,046
16 July - -	112,674	800,887	891,698	1,805,259
13 August -	114,520	737,131	804,557	1,656,208
10 September -	98,914	707,417	712,414	1,518,745
8 October -	107,141	705,715	728,323	1,541,179
5 November -	99,227	735,347	821,826	1,656,400
3 December -	100,902	802,030	868,022	1,770,954
31 December -	105,628	827,791	888,055	1,821,474

1843.

Four Weeks, ending	Unpaid.	Paid.	Stamped.	TOTAL.
28 January -	113,293	837,624	120,091	1,971,008
25 February -	155,642	837,867	1,061,214	2,054,723
25 March -	107,976	790,111	1,026,636	1,924,723
22 April -	107,318	798,170	1,054,347	1,959,835
20 May -	106,038	859,692	1,149,159	2,114,889
17 June -	98,451	859,883	1,088,233	2,046,567
15 July -	101,127	817,677	1,049,538	1,968,342
12 August -	90,864	780,146	967,403	1,838,413
9 September	87,233	759,809	807,446	1,654,488
7 October -	85,113	760,133	808,124	1,653,370
4 November	92,823	838,278	930,889	1,861,990
2 December	88,440	826,066	991,779	1,906,285
30 December	86,007	821,636	1,002,917	1,910,560

1844.

27 January -	98,712	859,776	1,181,314	2,139,802
24 February -	137,400	862,282	1,179,588	2,179,270
23 March -	95,831	828,828	1,163,501	2,088,160
20 April -	89,639	815,191	1,143,877	2,048,707
18 May -	94,575	855,701	1,249,590	2,199,866
15 June -	91,946	923,101	1,245,577	2,260,624
13 July -	97,380	906,496	1,219,731	2,223,607
10 August -	88,655	845,954	1,069,435	2,004,044
7 September	86,099	802,382	965,793	1,854,274
5 October -	82,572	784,636	941,529	1,808,737
2 November	87,964	817,160	1,078,523	1,983,647
30 November	89,797	857,338	1,146,156	2,093,291
28 December	82,276	862,432	1,088,605	2,033,313

1845.

25 January -	99,005	947,660	1,337,132	2,383,697
22 February -	138,347	916,907	1,328,398	2,382,652
22 March -	97,318	879,136	1,281,831	2,258,285
19 April -	95,710	935,114	1,409,344	2,440,168
17 May -	101,767	927,245	1,415,164	2,444,176

	Unpaid.	Paid.	TOTAL.
1839: Estimated Average for Four Weeks - - - -	800,573	220,813	1,021,386

Note.—The Penny Rate came into operation as respects this post on 5th December 1839; Stamps, 6th May 1840.

(signed) *R. Smith*,
Superintending President.

A COMPARATIVE STATEMENT of the Number of Letters, including Franks, during the existence of the Franking Privilege, delivered in the United Kingdom in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time.

WEEK ENDING	ENGLAND AND WALES.		TOTAL, ENGLAND and WALES.	TOTAL, IRELAND.	TOTAL, SCOTLAND.	GROSS TOTAL, UNITED KINGDOM.
	Country Offices.	London; Inland, Foreign, and Ship.	London; District Post.			
24 November 1839	764,938	229,292	258,747	1,252,977	179,931	153,065	1,585,973
22 December —	963,616	279,457	340,693	1,583,766	225,889	199,032	2,008,687
January 1840	Not ascertained.	—	—	—	—	—	—
23 February —	1,658,002	431,298	406,476	2,495,776	349,928	353,933	3,199,637
22 March —	1,607,431	416,887	386,689	2,411,007	321,163	337,326	3,069,496
26 April —	1,505,609	410,270	390,989	2,306,868	328,074	319,924	2,954,866
24 May —	1,588,809	449,333	418,926	2,457,068	338,407	342,560	3,138,035
21 June —	1,629,123	454,376	441,848	2,525,347	343,761	352,098	3,221,206
19 July —	1,674,410	452,448	400,753	2,527,611	338,495	356,817	3,222,923
23 August —	1,746,257	461,689	343,347	2,551,293	345,831	369,436	3,266,560
20 September —	1,811,213	450,871	340,232	2,602,316	350,318	366,419	3,319,053
25 October —	1,821,711	472,802	387,848	2,682,361	369,297	366,121	3,417,779
22 November —	1,805,325	492,574	387,282	2,685,181	385,672	385,262	3,456,115
20 December —	1,782,579	491,264	405,153	2,678,996	381,306	375,024	3,435,326
24 January 1841	1,929,661	519,625	467,940	2,917,226	386,555	380,242	3,684,023
21 February —	2,133,197	547,621	504,147	3,184,965	460,380	444,819	4,090,164
21 March —	1,950,501	531,960	447,766	2,930,227	389,877	401,351	3,721,455
25 April —	1,899,485	511,064	454,601	2,865,150	389,989	389,568	3,644,707
23 May —	1,908,188	546,170	452,864	2,907,222	391,332	400,581	3,699,135
20 June —	1,911,452	540,099	506,911	2,958,462	396,374	418,300	3,773,136
25 July —	2,001,546	522,290	437,471	2,961,307	383,549	401,152	3,746,008
22 August —	1,994,305	531,773	384,506	2,910,584	377,141	410,224	3,697,949
19 September —	1,999,372	532,075	378,244	2,909,691	389,696	396,233	3,695,620
24 October —	2,041,335	551,711	404,271	2,997,317	404,689	407,118	3,809,124
21 November —	2,029,370	564,481	435,602	3,029,453	403,421	413,248	3,846,122
19 December —	2,062,129	554,990	458,459	3,075,578	425,681	437,496	3,938,755
23 January 1842	2,165,323	567,636	481,206	3,214,165	421,273	423,245	4,058,683
20 February —	2,385,607	581,571	522,634	3,489,812	486,909	471,763	4,448,484
20 March —	2,100,176	560,433	448,195	3,108,804	403,714	451,768	3,964,286
24 April —	2,061,679	579,332	455,279	3,096,290	428,782	404,441	3,929,513
22 May —	1,962,940	544,120	485,330	2,992,390	409,848	406,736	3,808,974
19 June —	2,015,659	549,953	467,371	3,032,983	412,689	412,688	3,858,360
24 July —	2,093,027	566,462	431,377	3,090,866	414,202	404,464	3,909,532
21 August —	2,083,969	544,113	380,682	3,008,764	405,097	420,019	3,833,880
25 September —	2,159,975	556,099	382,191	3,098,265	420,078	425,700	3,944,043
23 October —	2,166,126	561,487	400,713	3,128,326	429,494	423,948	3,981,768
20 November —	2,242,034	593,646	446,341	3,282,021	474,031	446,494	4,202,546
25 December —	2,205,521	576,367	496,360	3,278,248	446,534	435,407	4,160,189
22 January 1843	2,274,241	583,293	485,376	3,342,910	462,148	445,132	4,250,190
19 February —	2,460,241	583,230	536,060	3,579,531	498,084	464,717	4,542,332
19 March —	2,251,543	599,972	489,100	3,340,615	451,102	473,721	4,265,438
23 April —	2,113,838	567,529	482,699	3,164,066	425,856	430,324	4,020,246
21 May —	2,194,226	612,605	525,006	3,331,837	441,866	438,955	4,212,658
21 June —	2,161,723	573,628	482,967	3,218,318	437,304	436,246	4,091,868
21 July —	2,222,041	596,766	473,697	3,292,504	419,403	446,634	4,158,541
21 August —	2,243,345	590,513	418,380	3,252,238	425,558	449,712	4,127,508
21 September —	2,269,969	580,386	393,756	3,244,111	443,601	444,035	4,131,747
21 October —	2,305,511	592,562	459,458	3,357,531	447,323	446,875	4,251,729
21 November —	2,296,489	629,630	475,476	3,401,595	478,941	468,677	4,349,213
21 December —	2,369,404	622,673	519,889	3,511,966	487,844	468,868	4,468,678
21 January 1844	2,415,159	641,461	523,121	3,579,741	487,953	454,058	4,521,752
21 February —	2,581,958	649,391	542,687	3,774,036	524,076	503,835	4,801,947
21 March —	2,385,763	619,493	512,629	3,517,885	480,581	473,555	4,472,021
21 April —	2,392,774	641,893	538,420	3,573,087	486,461	474,744	4,534,292
21 May —	2,373,165	644,009	562,094	3,579,268	481,928	468,497	4,529,693
21 June —	2,357,583	637,950	555,221	3,550,754	491,357	487,192	4,529,303
21 July —	2,454,028	627,166	525,416	3,606,610	486,206	478,422	4,571,238
21 August —	2,496,473	637,861	461,035	3,595,369	474,499	490,076	4,559,944
21 September —	2,629,957	669,758	453,462	3,753,177	499,300	508,617	4,761,094
21 October —	2,591,297	648,580	489,516	3,729,393	508,600	594,656	4,832,649
21 November —	2,556,195	667,286	520,530	3,744,011	527,680	511,663	4,783,304
21 December —	2,557,038	663,445	542,129	3,762,612	536,914	670,549	4,970,075
21 January 1845	2,728,094	667,641	599,306	3,995,041	532,146	513,955	5,041,142
21 February —	2,790,727	658,770	604,274	4,053,771	572,912	554,842	5,181,525
21 March —	2,644,401	640,200	524,954	3,809,555	519,750	530,807	4,860,112
21 April —	2,701,032	686,181	618,175	4,005,388	539,254	522,553	5,067,195

AN ACCOUNT showing the Gross and Net Post Office Revenue, and the Cost of Management, for the United Kingdom, for each of the Years ending the 5th day of January 1839, 1840, 1841, 1842, 1843, 1844, and 1845, excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the English to the Irish Post Office, and Advances to the Money-order Office; also disregarding in the Return for each Year any Old Debts written off, or Postage remitted, or other Deductions which relate to previous Years.

Year ending	Gross Revenue.*			Cost of Management.†			Net Revenue.			Postage charged on the Government Departments.			Net Revenue, Exclusive of Charges on the Government Departments.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
5 Jan. 1839	2,346,278	–	9½	686,768	3	6¾	1,659,509	17	2¾	45,156	–	11	1,614,353	16	3¾
„ 1840‡	2,390,763	10	1½	756,999	7	4	1,633,764	2	9½	44,277	13	4	1,589,486	9	5½
„ 1841	1,359,466	9	2	858,677	–	5¼	500,789	8	8¾	90,761	3	2	410,028	5	6¾
„ 1842	1,499,418	10	11¾	938,168	19	7½	561,249	11	4¼	113,255	15	10	447,993	15	6¼
„ 1843	1,578,145	16	7½	977,504	10	3	600,641	6	4½	122,161	8	9	478,479	17	7½
„ 1844	1,620,867	11	10	980,650	7	5¾	640,217	4	4¼	116,503	1	–	523,714	3	4¼
„ 1845	1,705,067	16	4	985,110	13	10¾	719,957	2	5¼	109,232	13	5½	610,724	8	11¾

* Namely, the Gross Receipts after deducting the returns for "Refused Letters," &c.

† Including all payments out of the Revenue in its progress to the Exchequer, except advances to the Money-order Office.

‡ This year includes one month of the Fourpenny Rate.

General Post Office, May 1845. (signed) *Cha^s Compton*, Deputy Acc^t-Gen^l.

AN ACCOUNT showing, as nearly as it can be given, the Gross Amount of Postage Revenue for *England* and *Wales*, exclusive of Returns for Refused Letters, for the Month ending the 5th January 1840, during which the Fourpenny Rate was established; and also for the Two Months ending the 5th of January 1842, 1843, 1844, and 1845.

Gross Revenue, England and Wales.			
	£.	s.	d.
Month ending 5 January 1840, Fourpenny Rate	103,623	–	–
Two months ending 5 January 1842, Penny Rate	192,948	8	2
Ditto - ditto - 5 January 1843 - ditto	201,052	2	8
Ditto - ditto - 5 January 1844 - ditto	210,971	15	7
Ditto - ditto - 5 January 1845 - ditto	214,416	8	6

General Post Office, May 1845. (signed) *Cha^s Compton*, Deputy Acc^t-Gen^l.

AN ACCOUNT of the PAYMENTS made by the POST OFFICE during each of the Years ending 5 January 1839, 1840, 1841, 1842, 1843, 1844, and 1845, for the Conveyance of the Mails by Railway in *Great Britain*; distinguishing, in each instance, the Payments for Work done within the Year from Payments for Work done in previous Years.

Payments made in the course of the Year ending	For Work done within the Year. £. s. d.	For Work done in previous Years. £. s. d.	TOTAL PAYMENTS. £. s. d.
5 January 1839	12,248 1 10	132 3 9	12,380 5 7
— 1840	47,875 6 5	4,354 14 9	52,230 1 2
— 1841	50,942 19 2	358 7 6	51,301 6 8
— 1842	85,643 15 7	9,174 12 3	94,818 7 10
— 1843	75,183 6 8	2,386 18 11	77,570 5 7
— 1844	82,249 2 2	14,111 8 3	96,360 10 5
— 1845	62,846 15 3	27,962 19 3	89,809 14 6

Mail Coach Office, May 1845.

(signed) *Geo. Stow.*

A RETURN of the Number and Amount of MONEY ORDERS issued and paid in *England* and *Wales* during the undermentioned Quarters.

FOR THE QUARTERS ENDED	MONEY ORDERS ISSUED. Number.	Amount. £. s. d.	MONEY ORDERS PAID. Number.	Amount. £. s. d.	TOTAL AMOUNT Passing through the Office. Number.	Amount. £. s. d.
5 April - 1839 -	28,838	49,496 5 8	25,785	43,237 14 9	54,623	92,734 – 5
5 July - — -	34,612	59,099 9 5	28,645	50,154 18 6	63,257	109,254 7 11
5 October — -	38,510	64,056 7 8	31,909	54,768 3 3	70,419	118,824 10 11
5 January 1840 -	40,763	67,411 2 7	37,665	60,425 6 1	78,428	127,836 8 8
5 April - — -	76,145	119,932 12 1	70,875	117,858 – 4	147,020	237,790 12 5
5 July - — -	94,215	151,734 15 8	82,558	135,393 – 2	176,773	287,127 15 10
5 October — -	122,420	196,507 14 3	110,227	170,084 – 6	232,647	366,591 14 9
5 January 1841 -	189,984	334,652 14 8	165,940	316,628 17 2	355,924	651,281 11 10
5 April - — -	275,870	567,518 12 3	274,201	561,574 14 6	550,071	1,129,093 6 9
5 July - — -	289,884	608,774 11 2	291,884	615,850 7 7	581,768	1,224,624 18 9
5 October — -	334,071	661,099 9 –	326,193	651,935 18 6	660,264	1,313,035 7 6
5 January 1842 -	390,290	820,576 11 10	376,382	808,699 10 4	766,672	1,629,276 2 2
5 April - — -	419,530	890,575 17 1	415,904	887,927 15 7	835,434	1,778,503 12 8
5 July - — -	422,452	885,803 4 5	408,564	886,160 10 5	831,016	1,771,963 14 10
5 October — -	432,205	901,549 5 5	423,390	892,491 7 5	855,595	1,794,040 12 10
5 January 1843 -	493,439	1,031,850 5 3	486,565	1,020,878 17 5	980,004	2,052,729 2 8
5 April - — -	512,798	1,080,249 2 2	509,130	1,075,457 18 3	1,021,928	2,155,707 – 5
5 July - — -	495,723	1,032,643 5 11	486,699	1,023,138 12 5	982,422	2,055,781 18 4
5 October — -	515,458	1,060,023 8 7	504,086	1,046,093 12 6	1,019,544	2,106,117 1 1
5 January 1844 -	562,030	1,196,428 8 2	547,690	1,179,130 15 2	1,109,720	2,375,559 3 4
5 April - — -	582,056	1,212,094 4 9	564,136	1,213,326 7 2	1,146,192	2,425,420 11 11
5 July - — -	555,561	1,166,161 12 3	544,370	1,159,476 18 5	1,099,931	2,325,638 10 8
5 October — -	574,250	1,184,178 – 5	555,452	1,173,195 8 8	1,129,702	2,357,373 9 1
5 January 1845 -	621,826	1,296,451 17 4	608,021	1,276,209 8 2	1,229,847	2,572,661 5 6

The commission on money orders was, on the 20th November 1840, reduced as follows:

For any sum not exceeding 2*l.* - - - - from 6*d.* to 3*d.*
For any sum above 2*l.* and not exceeding 5*l.* - - - from 1*s.* 6*d.* to 6*d.*

Money-order Office, 22 May 1845.

(signed) *William Barth*, President.

A RETURN of the Number and Amount of MONEY ORDERS Issued and Paid in *London* during the undermentioned Quarters.

FOR THE QUARTERS ENDED	MONEY ORDERS ISSUED.		MONEY ORDERS PAID.		TOTAL ISSUED AND PAID.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.
5 April - 1839 -	3,891	7,160 19 4	5,532	10,240 14 8	9,423	17,401 14 –
5 July - — -	4,436	8,019 14 11	5,741	10,775 9 9	10,177	18,795 4 8
5 October — -	4,585	8,718 18 4	6,259	11,603 9 11	10,844	20,322 8 3
5 January 1840 -	4,977	8,472 2 7	6,958	13,210 1 –	11,935	21,682 3 7
5 April - — -	11,309	18,518 6 –	15,272	36,088 9 8	26,581	54,606 15 8
5 July - — -	13,582	25,566 11 –	16,515	31,392 8 5	30,097	56,958 19 5
5 October — -	19,965	28,981 15 3	24,584	41,219 10 8	44,549	70,201 5 11
5 January 1841 -	16,185	48,122 18 3	38,669	86,679 19 2	54,854	134,802 17 5
5 April - — -	36,460	73,832 11 1	79,315	172,749 15 6	115,775	246,582 6 7
5 July - — -	42,559	96,194 14 2	88,085	196,364 11 6	130,644	292,559 5 8
5 October — -	47,483	96,850 18 –	89,451	209,646 12 3	136,934	306,497 10 3
5 January 1842 -	57,424	114,221 2 6	104,158	256,173 18 9	161,582	370,395 1 3
5 April - — -	57,968	117,733 1 6	125,386	285,697 11 7	183,354	403,430 13 1
5 July - — -	63,347	128,836 10 1	122,858	282,999 4 3	186,205	411,835 14 4
5 October — -	65,283	133,028 11 –	125,933	280,721 6 4	191,216	413,749 17 4
5 January 1843 -	73,520	146,000 7 –	143,065	320,797 17 –	216,585	466,798 4 –
5 April - — -	73,924	151,323 6 4	157,711	346,665 13 7	231,635	497,988 19 11
5 July - — -	74,942	150,407 10 –	146,374	320,501 1 8	221,316	470,908 11 8
5 October — -	78,757	158,873 7 9	150,358	326,699 8 2	229,115	485,572 15 11
5 January 1844 -	87,200	173,183 6 10	167,452	370,663 17 –	254,652	543,847 3 10
5 April - — -	82,602	170,048 18 2	173,912	392,994 17 5	256,514	563,043 15 7
5 July - — -	86,325	172,763 6 6	166,105	366,939 9 11	252,430	539,702 16 5
5 October — -	89,942	180,930 19 6	167,299	364,041 8 2	257,241	544,972 7 8
5 January 1845 -	93,746	186,641 3 8	181,368	396,517 19 9	275,114	583,159 3 5

The commission on money orders was, on and from 20th November 1840, reduced as follows:

For any sum not exceeding 2*l.* - - - - - from 6*d.* to 3*d.*
For any sum above 2*l.* and not exceeding 5*l.* - from 1*s.* 6*d.* to 6*d.*

Money-order Office,
22 May 1845.

(signed) *William Barth*,
President.

POST OFFICE.

RETURN of the Number of CHARGEABLE LETTERS passed through the POST OFFICE, together with the Gross and Net REVENUE arising from the POST OFFICE Department.

(Mr. Hawes.)

Ordered, by The House of Commons, *to be Printed,*
29 *May* 1845.

340.

Under 1 *oz.*

POST OFFICE (EDINBURGH).

RETURN to an ORDER of the Honourable The House of Commons, dated 28 February 1845;—*for*,

A RETURN "of the Name of every Person employed in the GENERAL POST OFFICE, *Edinburgh*, with the Date of each Appointment, the Nature of the Duties performed by each Individual, the Amount of Salary attached to such Duties, the Fund from which each Salary is paid; distinguishing what Portion (if any) is derived from Fees."

(Mr. Gibson Craig.)

Ordered, by The House of Commons, *to be Printed*,
8 *May* 1845.

Under 2 oz.

LIST.

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Secretary's Office	3
Receiver General's Office	3
Accountant's Office	4
Dead Letter Office	5
Money-Order Office	6
Inland Office	7
Stampers and Messengers	10
Letter Carriers' Office	10

A RETURN showing the Name of every Person Employed in the General Post Office, *Edinburgh*, with the Date of each Appointment, the Nature of the Duties performed by each Individual, the Amount of Salary attached to such Duties, and the Fund from which each Salary is paid; distinguishing what Portion, if any, is derived from Fees.

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. Salary Paid from the Post Office Revenue.	Fees, Emoluments, with Source from whence derived.
		SECRETARY'S OFFICE.	£. s. d.	
Sir Edward S. Lees -	(By Letters Patent, as Secretary to General Post-office, in Ireland, 17 March 1801.) 6 April 1831.	Secretary to the Postmaster-general. —Controls and superintends the Post-office Department in Scotland.	600 – –	£.300 compensation.
Thomas Hyland - (since appointed Deputy Postmaster-general of Hong Kong.)	(Surveyor's Clerk in 1836.) 11 July 1838.	Chief Clerk.—General superintendence under the Secretary, and control and discipline of the Secretary's office; conducting the correspondence of the department with the London office and surveyors, &c.; inspection and preparation of returns, &c.	300 – –	– – nil.
Frederick Godby - (since appointed Chief Clerk, *vice* Hyland.)	(Extra Clerk in Secretary's Office in London, 10 October 1837; Mail-coach Office, London, 15 November 1839.) 17 March 1840.	Senior Clerk.—Conducting the general correspondence of the department with the public and offices in Scotland; preparation of certain returns; franking clerk; storekeeper and superintendence of accounts and orders from tradesmen, &c.	120 – –	– – nil.
George Gowan - -	(Inland Office, 2 March 1840.) 5 October 1840.	Second Clerk.—Conducting missing letter and missing newspaper cases, and correspondence relating thereto; preparation of warrants; attending to personal applications, &c.	70 – –	– – nil.
William Croft - -	31 December 1840	Third Clerk.—Entry of correspondence; preparation and entry of certain returns; answering personal applications; assisting in missing letter department.	70 – –	– – nil.
Henry Ward - -	(Inland Office, 9 November 1841; Money-Order Office, 1 January 1842.) 29 June 1843.	Fourth Clerk.—Entry of correspondence outwards; record and checking of the same, received; preparation and entry of certain returns.	70 – –	– – nil.
John Shepherd - (since appointed Junior Clerk.)	7 December 1844 -	Extra Clerk.—Assisting in entry of correspondence and other duties of the junior clerks, &c.	78 – –	– – nil.
		RECEIVER-GENERAL'S OFFICE.		
The Hon. Bouverie F. Primrose.	26 January 1838 -	Receiver-General.—Has the management of the Post-office Revenue and Money-Order Monies in Scotland; takes a general superintendence over the business of the office; examines and checks the books kept in it; receives the cash; endorses the bills and sends them both to the bank daily; pays under warrant from the Postmaster-general the salaries of the Edinburgh establishment and the accounts of the Post-office department in Scotland; provides the Head Money-Order Office with cash; transmits money to postmasters for their money-order and official payments, and remits the balance of revenue to London; supplies the letter receivers in Edinburgh and all post-offices with postage stamps; reports to the Secretary on business of the office, and corresponds with postmasters on such points of detail as do not require to come under the notice of the Secretary.	400 – –	– – nil.

RECEIVER-GENERAL'S OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. Salary paid from the Post Office Revenue.	Fees, Emoluments, with Source from whence derived.
			£. s. d.	
George Young - -	5 April 1831 -	First Clerk.—Keeping and balancing Revenue and Money-Order cash books, and general accounts with the Money-Order Office; ditto, stamp ledger; ditto, income-tax and superannuation books; drawing up duplicate incident bill for Treasury; writing salary and other stamp receipts; checking ditto presented for payment; preparing mail-coach toll-tables, and other subsidiary matters.	150 - -	- - nil.
David Turnbull -	16 August 1843 -	Second Clerk.—Opening remittances received from the country daily, checking amounts and entry thereof in respective ledgers; collecting letter-carriers' charges three times a week; paying letter-carriers' wages weekly; taking money from bar clerks; preparing invoices of postage stamps; dividing and making up stamps into parcels, and addressing and dispatching the same; and keeping the stamp distribution books.	100 - -	- - nil.

ACCOUNTANT'S OFFICE.

George Mason - -	(Inland Office, 6 January 1800.) 6 July 1822.	Accountant.—Attends to the general superintendence of the department; countersigns and enters the drafts of the Receiver-general on the bank; prepares the ledgers quarterly from the subsidiary books, and balances the deputies' accounts; examines and signs the various tradesmen's bills, the surveyors' monthly journals, and engrosses them in the books; quotes the incidental claims by deputies transmitted quarterly, and signs acknowledgments for remittances from the country.	300 - -	- - nil.
William Hony - -	(Inland Office, 5 October 1829.) 5 April 1831.	First Clerk.—Writing and checking the postmasters' quarterly accounts, examining and checking the Edinburgh monthly vouchers from deputies, and entering the same; examining the postmasters' incidental vouchers with the authorities; checking the calculations, and entering the same; making up the Revenue and Money-Order weekly checks upon the Receiver-general's balances; keeping an abstract of the daily operations of the letter-office; checking the mileage accounts of the surveyors; examining and checking with the authorities the various alterations made in the salaries and riding-work allowances; keeping the comparative accounts of revenue and expenditure; attending to the general correspondence and incidental duties of the office.	230 - -	- - nil.
William Forrester -	(Inland Office, 5 March 1834.) 11 April 1839.	Second Clerk.—Checking state of postmasters' accounts in their requisition for money-order and postage funds, and postage stamps; making out warrants for the same, and entering the amounts remitted into day-books and ledgers; checking Receiver-general's account of postage stamps weekly; comparing and making up a return of deputies' sale of postage stamps, and stamps on hand, quarterly; entering and comparing salaries and riding-work allowances; examining bye-letter vouchers, and sending statements of errors to deputies; writing a portion of the accounts for London; making up annual comparative statement of general, bye, and postage stamp revenue; writing out and checking Edinburgh receiver's monthly account of paid letters and postage stamps; answering questions and complaints by deputies; assisting in various other duties as required.	120 - -	- - nil.

ACCOUNTANT'S OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. Salary paid from the Post Office Revenue.	Fees, Emoluments, with Source from whence derived.
			£. s. d.	
C. J. Connell - -	(Inland-office, 25 Feb. 1839.) 2 March 1841.	Third Clerk.—Examination of penny post and town-delivery bills and vouchers, sub-office and London vouchers, backing and entering the same; writing out money-order quarterly accounts; keeping a check on the receiver-general's daily payments into the bank; entering the money-order and revenue cash daily; writing London quarterly accounts, making out returns, &c.	70 – –	- - nil.
W. A. Dewar - -	(Inland-office, 6 January 1842.) 8 May 1843.	Fourth Clerk.—Entering daily the inward bills paid and unpaid; comparing the daily remittances with the letters of advice, and acknowledging the same; checking the payments made by the letter-carriers and bar clerks with the charge books of the letter-office; assisting in entering the money-order and revenue cash; ordering and sending stores to postmasters; assisting in writing London accounts, and the London and Dublin monthly accounts.	70 – –	- - nil.
Henry B. Sinclair -	3 February 1845	Fifth Clerk.—Entering daily the letters outwards from slips, and checking the returned outward bills; keeping an account of receivers' paid letters, copying the general correspondence of the office, assisting in making up London quarterly accounts, and sending stores to deputy-postmasters.	70 – –	- - nil.
John Bowie - - (Writer to the Signet.)	May 1820 -	Solicitor.—Manages and conducts official prosecutions and the general law business of the department, including making out and registering surety bonds, and drawing up contracts for the mail coaches, horse posts, &c. &c.	100 – –	£. 659, profits on bills of costs; paid from Revenue, and from fees on bonds, and expenses in recovering arrears from postmasters: averaged for the three years ended 5 April 1844.

DEAD LETTER OFFICE.

Robert Young - -	6 April 1799 -	Inspector.—General superintendence of the department; receives and answers communications from Secretary's office; assists in opening dead letters; writes to deputies as to errors in their accounts and improper detention of letters.	250 – –	Treasury allowance, 109 *l.*, being compensation for loss of newspaper agency: paid from the Revenue.
Robert Moir - -	5 July 1822 -	Senior Clerk.—Takes charge of the recording and disposal of all dead letters containing money and other property; checks quarterly account of credit to deputy postmasters; answers written applications for missing letters; assists the Inspector in the general control and business of the office.	180 – –	£. 2, compensation for loss of perquisites derived from sale of waste paper: paid from the Revenue.
Henry Maclaurin -	23 January 1841 -	Junior Clerk.—Examines weekly return of dead letters from deputies; makes up weekly return to London and Dublin; prepares quarterly account of credit to deputy postmasters; keeps index of missing letters.	70 – –	£. 2, ditto.

DEAD LETTER OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. Salary paid from the Post Office Revenue.	GROSS ANNUAL INCOME. Fees, Emoluments, *with Source from whence derived.
			£. s. d.	
Alexander Young -	1 February 1841 -	Junior Clerk.—Returns undelivered letters to the writers; answers personal inquiries; assists in checking monthly accounts and weekly returns from deputies; also in supplying deputies with stationery quarterly.	70 – –	- - nil.
Gershem Steell - -	2 September 1841	Junior Clerk.—Returns undelivered letters to the writers, also foreign letters when prepayment is necessary; assists in checking monthly accounts, and in supplying deputies with quarterly stationery.	70 – –	- - nil.

MONEY-ORDER OFFICE.

Joseph Moule - -	6 December 1838 -	President. — Correspondence and general superintendence of the department; keeping the abstract journal and cash-book of the Edinburgh transactions in issuing and paying money-orders; receiving from the receiver-general cash to meet the daily demands; receiving from the issuing clerk the cash paid into the Money-order Office; supplying the paid-window clerk with funds to meet the payment of money orders.	100 – –* (*See* Inland Office.)	- - nil.
R. O. Anderson -	26 October 1838 -	Chief Clerk.—Miscellaneous correspondence arising out of the errors of postmasters; transfer of orders, &c.; preparing the quarterly return of postmasters' balances and the general abstract of the money-order transactions throughout Scotland; reporting on the state of the deputies' accounts requiring funds; checking the country progressive ledgers and preparing for the Secretary a weekly return of the balances in the hands of the deputies; balancing with the President the transactions of the Money-order Office at the close of the day; and checking and balancing the postmasters' quarterly accounts.	100 – –	Extra duty at 10*d.* an hour, when required: paid from the Revenue.
C. T. Butchard -	3 June 1840 -	Second Clerk.—Checking and balancing postmasters' quarterly accounts with the various references, &c.; attending thereon; dispatching, receiving, and arranging quarterly accounts; rendering general assistance in entry of advices, &c.; keeping book of remittances.	80 – –	- - ditto.
T. Hobbs - - -	10 March 1841 -	Third Clerk.—Checking and balancing postmasters' quarterly accounts; dispatching, receiving, and arranging ditto; rendering general assistance in entry of advices.	80 – –	- - ditto.
J. Fisher - - -	15 March 1841 -	Fourth Clerk.—Sorting and entering the letters of advice in the ledgers of the country postmasters; keeping progressive ledger of the same; heading and folioing ledgers; entering transfers of orders and remittances to and from deputies; sorting and tying up advices.	80 – –	- - ditto.

MONEY-ORDER OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. Salary paid from the Post Office Revenue.	GROSS ANNUAL INCOME. Fees, Emoluments, with Source from whence derived.
			£. s. d.	
F. Stansmore - -	13 September 1841	Fifth Clerk.—Doing the duties of paid window, and assisting to balance at the close of the day.	80 – –	Extra duty at 10*d.* an hour, when required: paid from the Revenue
G. Atkins - -	10 January 1843 -	Sixth Clerk.—Doing the duties of the issuing window, and assisting to balance at the close of the day.	80 – –	- - ditto.
J. Croal - - -	1 March 1843 -	Seventh Clerk.—Duties precisely similar to those of the fourth clerk.	65 – –	- - ditto.
W. H. Hillyard -	4 March 1843 -	Eighth Clerk.—Preparing the journal of the money order transactions in Edinburgh; assisting at the issuing window, and drawing orders and dispatching letters of advice.	65 – –	- - ditto.
J. Sanderson - -	14 July 1843 -	Ninth Clerk.—Duties precisely similar to those of the fourth clerk.	65 – –	- - ditto.
James Moule - -	31 July 1843 -	Tenth Clerk.—Preparing for London the account of the money-order transactions between Scotland and England; dispatching forms to country postmasters; assisting at the windows and in entering and dispatching of advices, and preparation of the Edinburgh journal.	65 – –	- - ditto.
J. Gray - - -	5 March 1845 -	Extra Clerk.—Opening the letters of advice; sorting and entering ditto; assisting in the dispatch of advices from the issuing window.	78 – –	- - ditto.

INLAND OFFICE.

Joseph Moule - -	(Inland-office, London, June 1812.) 12 June 1822.	Superintending President.—Control of the Inland Office and arrangement of the duties; reporting to the Secretary on all subjects connected therewith; issuing warrants for dispatching postage stamps for sale at the General Post-office and receiving offices in Edinburgh.	350 – –	Compensation for loss of emoluments from sale of newspapers, 109 *l.* paid from the Revenue; also 100*l.* a year as head of the Money-Order Office (*see* that office).
Alexander Somerville	24 July 1822 -	Vice-President.—General superintendence of the duties in the office, keeping of various books, and writing official reports, &c. &c.	260 – –	£.10, allowance for inspecting the receiving houses in Edinburgh: paid from Revenue.
R. Greig - - -	23 August 1823 -	Vice-President.—Ditto - -	250 – –	- - nil.
George Laurence -	27 February 1809	Principal Clerk.—Checking and taxing Edinburgh letters, and telling window-paid letters; enters letter-carriers' charges; assists at Edinburgh road; takes charge of missing letter inquiries, official orders, papers, &c.	300 – –	- - nil.
George G. Bruce -	5 October 1820 -	Clerk in the First Class.—Dispatching the London morning, Berwick mail, Dunbar stage coach; sorter of letters, opener of bags, and extra clerk by rotation.	230 – –	- - nil.

INLAND OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. Salary paid from the Post Office Revenue. £. s. d.	GROSS ANNUAL INCOME. Fees, Emoluments, with Source from whence derived.
James Welsh - -	5 October 1820 -	Clerk in First Class.—Opener of Edinburgh paid bags; ditto London bag; Edinburgh sorter; maker up of Secretary's bag, and assistant check clerk; extra clerk by rotation.	230 – –	- - nil.
James Weir - -	12 July 1822 -	Clerk in First Class.—Opener of bags, and general sorter, and dispatching clerk of the London, Berwick, and Haddington bag, &c.; extra clerk by rotation.	230 – –	- - nil.
George Thompson -	26 April 1824 -	Clerk in Second Class.—Checks and taxes Edinburgh letters, and tells charges against Paid-letter Office; enters letter-carriers' charges; assists at Edinburgh road in sorting letters; takes charge of missing letter inquiries, official orders, and other official papers; extra clerk by rotation.	200 – –	- - nil.
Andrew Horn - -	6 March1825 -	Clerk in Second Class.—Opens London Edinburgh bag, and paid bags from the town receiving houses; makes up the official postage book and secretary's bag, and sorts letters for the Edinburgh delivery; extra clerk by rotation.	180 – –	- - nil.
Archibald Douglas -	24 July 1822 -	Clerk in Second Class.—Principal sorter; superintendent of sorting table; checker of letters and keeper of letter-carriers' charge book; ditto of inward bags, and bills inward and outward; examiner of mis-sent, and re-directed letters, and accountants' parcels; re-director of all doubtful letters; extra clerk by rotation.	200 – –	- - nil.
John Shearer - -	5 December 1827	Clerk in Second Class. — Assists check clerk in examining box and receiving-house letters; takes charge of registration book, and enters all registered letters arriving; assists at general sorting table; opens bags and dispatches, Carlisle mail; extra clerk by rotation.	180 – –	- - nil.
John Cameron - -	14 August 1830 -	Clerk in Second Class.—Principal sorter; opener of re-directed and mis-sent letter covers; tick book and check clerk, and teller of paid letters; extra clerk by rotation.	140 – –	- - nil.
Thomas Young - -	6 October 1830 -	Clerk in Second Class, and senior window-man.	£.140 as clerk of 2d class. 20 as window-man. £.160 Total.	£.15, compensation for loss of fees: paid from Revenue. £. 4. average profit on sale of postage envelopes.
William Kerr - -	14 November 1830	Clerk in Second Class.—Attendance on Carlisle mail; takes charge of registered letters; sorts and opens bags; and extra clerk by rotation.	140 – –	- - nil.
Francis Jones - -	6 October 1835 -	Clerk in Second Class, and second window-man.	£.120 as clerk of 2d class. 15 as window-man. £.135 Total.	£. 4, average profit from sale of postage stamps.
James Murray - -	10 August 1836 -	Clerk in Third Class.—Aberdeen clerk; opener of bags; assists at Edinburgh road, and in sorting; extra clerk by rotation.	80 – –	- - nil.

INLAND OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. Salary paid from the Post Office Revenue. £. s. d.	Fees Emoluments, with Source from whence derived.
John Davidson - -	5 April 1837 -	Clerk in Third Class.—Clerk of Dundee mail and North Road; sorter and opener of bags; teller of unpaid letters for Edinburgh delivery; checker of letters posted at Edinburgh; extra clerk by rotation.	80 – –	- - nil.
William J. Smellie -	25 April 1839 -	Clerk in Third Class.—Receives and dispatches mails, and gives assistance to the general duty; extra clerk by rotation.	80 – –	- - nil.
George Tragnier -	22 April 1839 -	Clerk in Third Class.—On Perth mail; general sorter on Ayr division of the Glasgow mail; opener of bags; teller of unpaid town letters; extra clerk by rotation.	80 – –	- - nil.
George W. Hailing -	27 April 1839 -	Clerk in Third Class, and assistant at window office.	80 – –	- - nil.
John H. Banks -	12 August 1839 -	Clerk in Third Class.—Edinburgh road clerk, and checker of paid letters and keeper of official postage books; extra clerk by rotation.	80 – –	- - nil.
John Dobson - -	23 December 1839	Clerk in Third Class.—Opens the Glasgow Edinburgh bag, and paid bag from the town receiving houses; sorts the letters for the Edinburgh delivery; extra clerk by rotation.	80 – –	- - nil.
James Findlay - -	17 January 1840 -	Clerk in Third Class.—Dispatching clerk of Berwick and Inverness mails; extra clerk by rotation.	80 – –	- - nil.
D. W. Scott - -	10 March 1840 -	Junior Clerk.—On Dundee road, opening bags and sorting; extra clerk by rotation.	60 – –	- - nil.
G. S. Smith - -	9 October 1840 -	Junior Clerk.—On Inverness mail, Glasgow mail (Ayr division); Berwick mail and Carlisle road; sorter and opener of bags; teller of unpaid letters for Edinburgh delivery; checker of letters posted at Edinburgh; extra clerk by rotation.	60 – –	- - nil.
Jas. S. Wyllie - -	12 December 1840	Junior Clerk.—Clerk of Glasgow mail; opener of bags and sorter, and check clerk of letters posted at Edinburgh; extra clerk by rotation.	60 – –	- - nil.
Ebenezer Walters -	20 January 1841 -	Junior Clerk.—Clerk on Glasgow division; sorter of letters; opener of bags, &c.; extra clerk by rotation.	60 – –	- - nil.
James Turnbull -	19 March 1841 -	Junior Clerk.—Clerk on the Perth division and Ayr division; opener of bags; sorter and teller-off of Edinburgh unpaid letters; extra clerk by rotation.	60 – –	- - nil.
R. C. O'Hara - -	2 October 1841 -	Junior Clerk.—Clerk of the local post, of the Glasgow mail, and Dumfries road; checker of letters posted at Edinburgh; extra clerk by rotation.	60 – –	- - nil.
J. T. Atkinson - -	18 May 1843 -	Junior Clerk - - ditto - - ditto	60 – –	- - nil.
Edw. H. Kell - -	6 September 1843	Junior Clerk.—Dumfries clerk, and on penny posts and Aberdeen road; opener of bags and sorter of letters; extra clerk by rotation.	60 – –	- - nil.

INLAND OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. Salary paid from the Post Office Revenue.	Fees, Emoluments, with Source from whence derived.
			£. s. d.	
Thomas Sanderson	24 October 1843	Junior Clerk.—Dumfries clerk, and on penny posts and Aberdeen road; opener of bags and sorter of letters; extra clerk by rotation.	60 – –	nil.
Dougald M'Lean	20 January 1845	Junior Clerk.—Ayr and town bag opener; clerk on the Ayr road, and sorter of country letters; extra clerk by rotation.	60 – –	nil.

STAMPERS AND MESSENGERS.

Alexander Crichton	(Letter-carrier, 20 January 1825.) 23 January 1826.	Stamper, and assistant in tying letters at the Fife, Aberdeen, and London road.	54 12 –	£. 18, compensation for loss of sixpenny fees: paid from Revenue.
William Hamilton	(Ditto, 23 Apr. 1827.) 18 November 1830.	Ditto - - - - ditto - -	54 12 –	£. 18, ditto.
George White	(Ditto, 15 Sept. 1834.) 20 April 1839.	Ditto - - - - ditto - -	54 12 –	£. 18, ditto.
J. Sloan	(Ditto, 12 Jan. 1832.) 16 January 1840.	Ditto - - - - ditto - -	54 12 –	nil.
Robert Hamilton	(Ditto, 14 Nov. 1835.) 25 February 1840.	Ditto - - - - ditto - -	54 12 –	nil.
John Allison	(Ditto, 4 May 1840.) 3 December 1840.	Ditto - - - - ditto - -	54 12 –	nil.
William Murray	(Ditto, 31 Jan. 1840.) 8 May 1841.	Ditto - - - - ditto - -	54 12 –	nil.
John Gilchrist	9 August 1841	Ditto - - - - ditto - -	54 12 –	nil.
Donald Coghill	6 July 1817	Messenger and assistant stamper	54 12 –	£. 18, compensation for loss of sixpenny fees; 3 *l.* for loss of perquisites from sale of waste paper: paid from Revenue.
Stephen Phillips	(Letter-carrier, 28 August 1838.) 20 January 1840.	Messenger and coal porter, and attending on heating apparatus of Inland Office, and calling clerks, &c. who are late in attendance.	54 12 –	£. 12 per annum for attending heating apparatus: paid from Revenue. £. 14. 19 *s.* average payments for calling late clerks, &c. &c.: paid by clerks,
Charlotte Coghill	6 July 1817	Housekeeper - - - -	126 – – This sum provides also for three female servants.	Unfurnished apartments, with coals and candles.

LETTER CARRIERS' OFFICE.

James Findlay	3 December 1821	Inspector of letter-carriers	150 – –	For compiling the Edinburgh Directory, 47 *l.*
Thomas Barker	18 March 1822	Assistant-inspector of letter-carriers	90 – –	No emoluments.
Robert Kemp	20 April 1822	Letter-carrier - - - -	50 14 –	Christmas-boxes - 23 – – Directory 11 15 – £. 34 15 –
John M'Gregor	26 April 1822	- - Ditto - - - -	50 14 –	Christmas-boxes - 9 15 – Directory 11 15 – £. 21 10 –
John Sinclair	29 April 1822	- - Ditto - - - -	50 14 –	Christmas-boxes - 14 – – Directory 11 15 – £. 25 15 –
John Rankin	23 November 1823	- - Ditto - - - -	50 14 –	Christmas-boxes - 6 15 – Directory 11 15 – £. 18 10 –

LETTER CARRIERS' OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME.	
			Salary paid from the Post Office Revenue.	Fees, Emoluments, with Source from whence derived.
			£. s. d.	£. s. d.
Archibald Dewar -	20 April 1825 -	Letter-carrier - - - -	50 14 -	Christmas-boxes - 11 17 6 Directory 11 15 -
				£. 23 12 6
William Dalgleish -	20 January 1826 -	- ditto - - - - - -	50 14 -	Christmas-boxes - 10 - - Directory 11 15 -
				£. 21 15 -
Alexander Robertson -	23 April 1827 -	- ditto - - - - - -	50 14 -	Christmas-boxes - 15 - - Directory 11 15 -
				£. 26 15 -
William Thomson -	17 April 1828 -	- ditto - - - - - -	48 2 -	Christmas-boxes - 6 5 - Directory 11 15 -
				£. 18 - -
Thomas Campbell -	20 June 1828 -	- ditto - - - - - -	48 2 -	Christmas-boxes - 9 15 - Directory 11 15 -
				£. 21 10 -
James Ballantine -	6 October1829 -	- ditto - - - - - -	48 2 -	Christmas-boxes - 5 15 - Directory 11 15 -
				£. 17 10 -
James Dundas - -	11 October 1829 -	- ditto - - - - - -	48 2 -	Christmas-boxes - 14 - - Directory 11 15 -
				£. 25 15 -
Alexander M'Donald	23 October 1829 -	- ditto - - - - - -	48 2 -	Christmas-boxes - 5 2 6 Directory 1 15 -
				£. 16 17 6
George Brolochan -	15 January 1830 -	- ditto - - - - - -	48 2 -	Christmas-boxes - 5 5 - Directory 11 15 -
				£. 17 - -
Andrew Orr - -	20 May 1830 -	- ditto - - - - - -	48 2 -	Christmas-boxes - 5 4 6 Directory 11 15 -
				£. 16 19 6
James Lindsay - -	8 March 1830 -	- ditto - - - - - -	45 10 -	Christmas-boxes - 7 15 - Directory 11 15 -
				£. 19 10 -
George Dalgleish -	27 March 1832 -	- ditto - - - - - -	45 10 -	Christmas-boxes - 5 10 6 Directory 11 15 -
				£. 17 5 6

(*continued*)

LETTER-CARRIERS' OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME.	
			Salary paid from the Post Office Revenue.	Fees, Emoluments, with Source from whence derived.
			£. s. d.	£. s. d.
David M'Ewan -	23 April 1832 -	Letter-carrier - - - - -	45 10 –	Christmas-boxes - 8 – – Directory 11 15 – £. 19 15 –
John Scott - -	4 June 1832 -	- ditto - - - - - -	45 10 –	Christmas-boxes - 7 12 – Directory 11 15 – £. 19 7 –
George Whyte - -	10 June 1833 -	- ditto - - - - - -	45 10 –	Christmas-boxes - 6 18 – Directory 11 15 – £. 18 13 –
James Newton - -	8 July 1833 -	- ditto - - - - -	45 10 –	Christmas-boxes - 4 12 6 Directory 11 15 – £. 16 7 6
James Muir - -	29 July 1833 -	- ditto - - - - - -	45 10 –	Christmas-boxes - 4 10 9 Directory 11 15 – £. 16 5 9
John Robertson -	3 June 1834 -	- ditto - - - - - -	45 10 –	Christmas-boxes - 5 10 – Directory 11 15 – £. 17 5 –
Peter Burley - -	23 October 1834 -	- ditto - - - - - -	45 10 –	Christmas-boxes - 3 15 6 Directory 11 15 – £. 15 10 6
Robert Hislop - -	7 December 1835	- ditto - - - - - -	45 10 –	Christmas-boxes - 4 4 6 Directory 11 15 – £. 15 19 6
David Somerville -	1 September 1837	- ditto - - - - - -	45 10 –	Christmas-boxes - 1 15 – Directory 11 15 – £. 13 10 –
				£. s. d.
William Martin -	3 March 1838 -	- ditto - - - - - -	45 10 –	Hansels 11 17 –
Peter Forsyth - -	25 April – -	- ditto - - - - - -	45 10 –	„ 10 10 –
James Muterer - -	30 May – -	- ditto - - - - - -	45 10 –	„ 7 – –
John Lees - -	30 May – -	- ditto - - - - - -	45 10 –	„ 11 10 –
George Stuart - -	26 June – -	- ditto - - - - - -	45 10 –	„ 5 4 –
James Lewson - -	9 Nov. – -	- ditto - - - - - -	45 10 –	„ 7 5 –
Andrew Simpson -	9 January 1839 -	- ditto - - - - - -	45 10 –	„ 8 17 –
Robert Thomson -	9 January – -	- ditto - - - - - -	45 10 –	„ 11 10 –
Alexander Cattanach -	9 January – -	- ditto - - - - - -	45 10 –	„ 7 7 –

LETTER CARRIERS' OFFICE—*continued.*

NAME.	DATE of APPOINTMENT.	SITUATION and NATURE OF DUTIES.	GROSS ANNUAL INCOME. Salary paid from the Post-Office Revenue. £. s. d.	Fees, Emoluments, with Source from whence derived. £. s. d.
David Hogg	10 April 1839	Letter-carrier	45 10 –	Hansels 4 – –
John Young	30 January 1838	ditto	45 10 –	„ 5 – –
George Leighton	1 June 1839	ditto	45 10 –	„ 5 7 –
John Conochie	1 October –	ditto	45 10 –	„ 5 8 6
James M'Kenzie	11 January 1840	ditto	45 10 –	„ 4 5 –
Alexander Macrae	11 February –	ditto	45 10 –	„ 11 10 4
George Punton	24 — –	ditto	45 10 –	„ 5 – –
James Vannan	– — –	ditto	45 10 –	„ 4 3 –
Alexander Horn	– — –	ditto	45 10 –	„ 8 17 6
Andrew Brown	– — –	ditto	45 10 –	„ 6 7 –
Alexander Morris	– — –	ditto	45 10 –	„ 2 14 –
Robert Smith	– — –	ditto	45 10 –	„ 4 2 6
Joseph Wilkinson	– — –	ditto	45 10 –	„ 7 6 6
Alexander Miller	– — –	ditto	45 10 –	„ 3 17 3
Peter Stewart	16 September –	ditto	45 10 –	„ 3 11 8
Archibald M'Intosh	21 November –	ditto	45 10 –	„ – 7 6
Thomas Bartholomew	16 December –	ditto	45 10 –	No fees or emoluments.
Thomas Kidd	26 — –	ditto	45 10 –	– – ditto.
James Mauchlin	23 March 1841	ditto	45 10 –	– – ditto.
William Graham	9 June –	ditto	45 10 –	– – ditto.
William Forbes	12 June 1837	ditto	45 10 –	– – ditto.
David Orr	27 January 1842	ditto	45 10 –	– – ditto.
William Tennant	31 March –	ditto	45 10 –	– – ditto.
Donald Sutherland	14 April –	ditto	45 10 –	– – ditto.
John Freer	17 April 1843	ditto	45 10 –	– – ditto.
James Philips	17 July –	ditto	45 10 –	– – ditto.
George Mitchell	28 December –	ditto	45 10 –	– – ditto.
Alexander M'Kenzie	30 January 1844	ditto	45 10 –	– – ditto.
Robert Nesbet	8 August –	ditto	45 10 –	– – ditto.
Adam Tennant	12 October –	ditto	45 10 –	– – ditto.
Alexander Stewart	24 December –	ditto	45 10 –	– – ditto.
William M'Kenzie	21 April 1821	Newspaper-sorter	54 12 –	From the newspaper offices, 2*l.*
John Rodger	18 December 1843	ditto	54 12 –	From the newspaper offices, 2*l.*
James M'Conochie	21 December 1821	Lobby-porter	45 10 –	Lighting and cleaning lamps £.9 2 Gratuities from the public 3 10 £.12 12
Alexander Forbes	9 Nov. 1844	ditto	45 10 –	Lighting and cleaning lamps £.1 8 Gratuities from the public 3 5 £.4 13
Andrew Lawson	13 May 1824	Bagman	54 12 –	– – nil.

POST OFFICE (EDINBURGH).

A RETURN of the Name of every Person employed in the GENERAL POST OFFICE, *Edinburgh*, with the Date of each Appointment, the Nature of the Duties performed by each Individual, the Amount of Salary attached to such Duties, &c.

(Mr. Gibson Craig.)

Ordered, by The House of Commons, *to be Printed,*
8 *May* 1845.

Under 2 oz.

POST-OFFICE (SCILLY ISLANDS).

RETURN to an Order of the Honourable The House of Commons, dated 26 June 1845;—*for*,

COPY "of a LETTER from AUGUSTUS SMITH, Esq., to the POSTMASTER-GENERAL, dated 9th June 1845, respecting the POST-OFFICE ARRANGEMENTS at the Islands of *Scilly*, with the ANSWERS returned thereto—(in continuation of the Return ordered 6th March)."

Whitehall, Treasury Chambers, 30 June 1845.

REFORM CLUB LIBRARY

Ordered, by The House of Commons, *to be Printed*, 2 July 1845.

Augustus Smith, Esq., to the Earl of *Lonsdale*, Postmaster-general.

Burlington Hotel, Cork-street,
9 June 1845.

My Lord;

THE correspondence relating to the Post-office arrangements at Scilly having been printed, requires that I should again address your Lordship on the subject.

I have had before to advert to Mr. Creswell's misrepresentations in respect of others;—I have now to complain of similar attacks by this officer of a nature still more unwarrantable in regard to myself.

At page 20 of the correspondence, Mr. Creswell has thought fit to state, that he apprehended I should take steps to prevent the messenger about to be despatched to and fro with the mail being allowed any lodging at St. Mary's, and proceeds to retail certain stories he had picked up at Penzance as confirmatory of this probability. Now in this statement Mr. Creswell ascribes to me a power which in reality does not belong to me, as there are but few houses in the town of St. Mary's but what are held on long leases, whose owners are therefore altogether independent of me in that respect, as they are still more from their circumstances, means and position. In the next place, he had no right to assume that I should wantonly and vexatiously exercise a power which every landlord is supposed to possess over his own property: the result must have at any rate proved the injustice of his surmises.

I do not suppose your Lordship considers that a landlord is called on to explain every story that malice, ignorance or gossip may think fit to circulate; but in adverting to the cases reported by your surveyor, Mr. Creswell, I wish you should understand the real worth of the stories he has made use of, with a view to prejudice and mislead your Lordship as to the proper course to be taken in respect of the claims I have had occasion so frequently to bring under your notice. The Doctor Molloy whose case he quotes, is no doctor or regular medical practitioner at all; he became last year chargeable with a large family to the Penzance Union, and was removed in consequence as a pauper to Ireland; he, however, again returned to Penzance, and made application to me for a house at Scilly, where he wanted to establish himself in medical practice. This I declined, after making some inquiries respecting him; notwithstanding which, he came over to Scilly, and obtained a temporary lodging, not at the town of St. Mary's, but in a cottage on the Island of Tresco, where I myself reside. Being apprehensive he would become with his family ere long a burthen on the parish, I felt it my duty to caution the tenant against taking him as a permanent inmate. Such is the story which Mr. Creswell has thought fit to dress up with strong and offensive phrases, as respects my dealings as a landlord, in a formal report addressed to the Secretary of the Post-office, with whom the story and inferences deduced therefrom were evidently received as authentic.

Of the same nature is his story about Colenso's projected scheme; for the assumption respecting whom, that I should exercise any interference, he has no

 grounds

grounds whatever; and if, instead of reporting such matter on mere hearsay, he had made a little inquiry, he might have learnt that not only parcels but cargoes were shipped or landed by boats or vessels of all sorts, and to whomsoever belonging, without interruption on my part.

Mr. Creswell, however, preceeds next to state, that I am a large shareholder in the Lionesse packet, and that the question consequently resolved itself into a mere personal matter between myself and the Government. This is a positive untruth. I have no share or interest whatever in this vessel, or ever had; and as I have before stated, it is a matter of perfect indifference to me what vessel is employed for this service, so long as the most efficient plan is adopted to secure a frequent, regular, and well-regulated post, which we have never yet had. It is true I have advocated their cause to the utmost, believing the packet-owners to have been very hardly used, after they had incurred the heavy expense of building a new vessel, on a fair presumption that 100*l.* a year would be allowed by the Post-office, but which was refused in consequence of Mr. Creswell's reports, which, as I have already shown, were full of misrepresentations and unjust aspersions. I should be sorry, therefore, to see this vessel interfered with in the packet business, for which it has proved itself admirably suited; believing, moreover, the returns to be barely remunerating for the outlay; but I am much too alive to the advantages of a little competition to secure to those parties by any interference of mine, even if I had the power, the unwholesome advantages of a monopoly. I beg also to bring to your recollection—and of this Mr. Creswell must be fully aware—that I have been constantly urging to have this packet, if employed for a mail, placed under stringent regulations, as well as the control of some Government officer at St. Mary's, having had some cause to complain that her sailing was frequently influenced to suit the convenience of some one of her owners. This fact alone ought to have made him sensible that I was no shareholder in the concern.

Except it is to divert attention from the real merits of the case, on which it ought to be adjudged, I am unable to understand Mr. Creswell's aim in thus endeavouring to make out that it is a mere personal one, in which I alone am concerned. Having, however, thus identified me with the Shipping Company, he next draws the conclusion, that the public of Scilly and the Shipping Company are one and the same party. Now, considering that the public of Scilly are about 3,000 persons, and that the packet-owners do not exceed at most 30 individuals out of this number, your Lordship must be satisfied that your officer has drawn a conclusion on this point altogether unwarranted by the facts. Yet because these 30 persons decline carrying the mail on the terms prescribed by him, he proposes to punish a whole community, among whom are many Government officers connected with the Customs, Ordnance and Coast-guard, three clergymen, several dissenting ministers and schoolmasters, besides a large establishment belonging to the Trinity House:—all these parties almost without exception are strangers to the Islands, and, from having previously lived where a daily post came as regular as their meals, are more sensibly alive to the want of a more frequent post. Of the existence of these parties, however, Mr. Creswell seems quite unconscious, and seems as little disposed to pay attention to the representations of Lloyd's, and such of the public elsewhere, who, as interested in shipping, are still greater sufferers by this neglect of proper Post-office communication.

Mr. Creswell, I observe, still insists on describing the terms asked by the owners of the packet as unfair and unreasonable, and to prejudice their case as enjoying a monopoly; and I regret to find your Lordship (p. 28) giving countenance to these misrepresentations of your surveyor, where you describe their refusal to accept your offer as a determination to force on Government their own arbitrary terms. This is not a fair and just description, since they have expressly proposed that these terms should be settled by other and independent parties.

I have now made your Lordship acquainted with the real character of Mr. Creswell's reports, which have been one tissue of misrepresentation from first to last. What reparation is due to me for the defamation and obloquy which your officer has thus endeavoured to cast on myself, I leave to your Lordship's sense of honour and justice to determine.

I understand the memorial which was presented to Sir Robert Peel by Lord Falmouth, accompanied by the county Members, Mr. Robinson, chairman of Lloyd's, Mr. Herbert, Secretary to the Trinity House, and myself, has been referred

referred by him to your Lordship. I have only to observe, that I believe the main object of that memorial, viz., the establishment of a mail twice a week, can be attained for a sum of 150 *l.* a year. The present revenue, in and out, being 200 *l.* with a mail but once a week, it may fairly be inferred that a revenue of 300 *l.* a year would ere long be derived by a mail twice a week. On this point I feel so satisfied, that, taking the average for a certain number of years to come, I should have no hesitation in guaranteeing to make up the difference, should it not be realized.

I should be obliged by being made acquainted with your Lordship's decision as early as possible, in respect of that memorial, as I am anxious to leave town, which I am unable to do till this matter is finally settled.

I have, &c.

(signed) *Augustus Smith.*

G. H. Creswell, Esq., to Lieutenant-colonel *Maberly.*

Sir, Exeter, 15 June 1845.

I BEG leave to return the enclosed letter from Mr. Smith of Scilly, complaining of what he terms "misrepresentations" on my part, and "attacks of an unwarrantable nature," made upon him at page 20 of the Return to an Order of the House of Commons, relative to the Scilly Packet question.

These observations apply to my report of the 17th January 1845, communicating the result of the inquiries, which I made by your orders, as to the party who had made an offer to the postmistress of Penzance to convey the mail to and from Scilly for 75 *l.* a year.

In pursuance of these orders, I put myself into communication with this person, and reported faithfully and truly, to the best of my belief, the statements he made to me, conceiving this to be the strict course of my official duty. A reference to my report will show that I did not vouch for the truth of these statements, but it did not appear to me then (nor does it now), that I should have been justified in withholding them. On this, as on every other occasion throughout the proceedings connected with this question, I have been influenced solely by considerations of official duty. I have never once entertained, nor do I now, one personal wish or feeling in the matter. Mr. Smith thinks the St. Mary's Shipping Company are equitably entitled to receive from the Post-office 100 *l.* a year, and, consistently with that opinion, has used all his influence to obtain it for them. I think differently, and with equal consistency have freely and unreservedly submitted my opinions to my superiors. I have also from time to time reported such circumstances as have come to my knowledge, tending to show the real position of all parties concerned in this question, and the probable influences which might be brought to bear in support of the claims of the St. Mary's Shipping Company. If the dispute should unfortunately continue, I shall feel it my duty to persevere in the same course of frankness towards my official superiors, uninfluenced, on the one hand, by Mr. Smith's example, into any unkind personalities which are as ungenerous as they are unjust, and undeterred, on the other, from faithfully discharging what I believe to be my official duty.

I am, &c.

(signed) *G. H. Creswell.*

Lieutenant-colonel *Maberly* to *Augustus Smith*, Esq.

Sir, General Post-office, 26 June 1845.

WITH reference to your communication of the 9th instant, I am directed by the Postmaster-general to acquaint you, that, having referred it to the surveyor of the district for explanation, he is perfectly satisfied with the answer received from that officer, whose proceedings throughout the matter his Lordship is convinced have been governed solely by a sense of duty to the public.

I am, &c.

(signed) *W. L. Maberly*,
Secretary.

POST-OFFICE (SCILLY ISLANDS).

COPY of a LETTER from AUGUSTUS SMITH, Esq., to the POSTMASTER-GENERAL, dated 9 June 1845, respecting the POST-OFFICE ARRANGEMENTS at the Islands of *Scilly*, with the ANSWERS returned thereto—(in continuation of the Return ordered 6 March).

(*Captain Pechell.*)

Ordered, by The House of Commons, *to be Printed*,
2 *July* 1845.

436.

Under 1 *oz.*

POST OFFICES.

RETURN to an Order of the Honourable The House of Commons, dated 6 March 1845;—*for*,

A RETURN "of all Places in the United Kingdom having the Benefit of Money-Order Post Offices, and distinguishing whether the said Places are established as Post Offices, Sub-Post or Branch Offices."

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Printed*, 2 *July* 1845.

RETURN of all Places in the United Kingdom having the benefit of MONEY-ORDER POST OFFICES, and distinguishing whether the said Places are established as Post Offices, Sub-post or Branch Offices.

ENGLAND AND WALES.

Name of Place.	Description of Office.
Abergavenny	Post-offices.
Aberystwith	
Abingdon	
Accrington	
Alford	Sub-office.
Alfreton	Post-offices.
Alnwick	
Alresford	
Alstone	Sub-office.
Alton	
Altrincham	
Ambleside	
Amersham	
Amesbury	
Ampthill	
Andover	
Andover Road	
Appleby	
Arrington	
Arundel	
Ashbourne (Derbyshire)	
Ashburton	
Ashby-de-la Zouch	
Ashford (Kent)	
Ashton-under-Lyne	
Atherstone	
Attleborough	
Axminster	
Aylesbury	Post-offices.
Aylsham	
Bagshot	
Bakewell	
Baldock	
Bampton (Devon)	
Banbury	
Bangor (Carnarvon)	
Barnard's Castle	
Barnet	
Barnsley	
Barnstaple	
Barton-on-Humber	
Basingstoke	
Bath	
Battle	
Bawtry	
Beaconsfield	
Beaminster	Sub-office.
Beaumaris	
Beccles	
Bedale	
Bedford	
Belford	
Belper	
Berkhempstead	
Berwick	
Beverley	
Bewdly	
Bicester	
Bideford	Post-offices.
Biggleswade	
Billericay	
Bilstone	
Birkenhead	
Birmingham	
Bishop's Auckland	
Bishop's Castle	
Bishop's Stortford	
Bishop's Waltham	
Blackburn	
Blandford	Post-offices.
Bodmin	
Bognor	
Bolton	
Boroughbridge	
Boston	
Bourne	
Brackley	
Bracknell	
Bradford (Wiltshire)	
Bradford, (Yorkshire)	
Braintree	
Brampton	
Brandon (Suffolk)	
Brecknock	
Brentwood	
Bridgend	
Bridgenorth	
Bridgewater	
Bridlington	
Bridport	
Brigg	
Brighton	
Bristol	
Brixham	
Broadway	
Bromley (Kent)	
Bromyard	
Broomsgrove	
Brough	
Buckingham	
Builth	
Bungay	
Buntingford	
Burford	
Burnley	
Burslem	Sub-office.
Burton-in-Kendal	Post-offices.
Burton-on-Trent	
Bury (Lancashire)	
Bury St. Edmund's	
Buxton	
Callington	Sub-office.
Calne	Post-offices.
Cambridge	
Camelford	
Campden	
Canterbury	
Cardiff	
Cardigan	
Carlisle	
Carmarthen	
Carnarvon	
Catterick	
Caxton	
Chalford	
Chard	
Charmouth	
Chatham	
Chatteris	
Cheadle	
Chelmsford	
Cheltenham	
Chepstow	
Chertsey	
Chesham	Sub-office.
Chester	Post-offices.
Chesterfield	
Chester-le-Street	

Name of Place.	Description of Office.
Chichester	Post-offices.
Chippenham	
Chipping-Norton	
Chirk	
Chorley	
Christchurch	
Chudleigh	
Chumleigh	
Cirencester	
Clare (Suffolk)	
Clitheroe	
Cobham	
Cockermouth	
Colchester	
Coleford	
Coleshill	
Congleton	
Conway	
Corwen	
Coventry	
Cowbridge	
Cowes (Isle of Wight)	
Cranbrook	
Crawley	
Crediton	
Crewkerne	
Crickhowell	
Cromer	Sub-office.
Croydon	Post-offices.
Cuckfield	
Cullompton	
Darlington	
Dartford	
Dartmouth	
Daventry	
Dawlish	
Deal	
Denbigh	
Deptford	
Derby	
Dereham	
Devizes	
Devonport	
Dewsbury	
Diss	
Doncaster	
Dorchester	
Dorking	
Dover	
Downham	
Driffield	
Droitwich	
Dudley	
Dunchurch	
Dunmow	
Dunstable	
Durham	
Dursley	
Eastbourne	Sub-office.
East Grinstead	
Eccleshall	
Edgeware	
Ellesmere	Post-offices.
Ely	
Emsworth	
Enstone	
Epping	
Epsom	
Ermebridge	
Esher	
Evesham	
Exeter	
Exmouth	
Eye	
Fairford	Sub-office.
Fakenham	Post-offices.
Falmouth	
Fareham	
Farnham	
Farringdon	
Fazely	
Felton	
Fenny Stratford	
Ferry Bridge	
Feversham	
Fleetwood	Sub-office.
Folkingham	Post-offices.
Folkstone	
Footscray	Sub-offices.
Fordingbridge	
Fowey	
Frome	
Gainsborough	Post-offices.
Garstang	
Gateshead	
Gerard's Cross	
Glastonbury	
Gloucester	
Godalming	
Godstone	Sub-office.
Goole	Post-offices.
Gosport	
Grantham	
Gravesend	
Grimsby	
Guernsey	
Guildford (Surrey)	
Guisborough	
Hadleigh	Sub-office.
Halesworth	
Halifax	
Halstead	
Hanley	
Harleston	Post-offices.
Harlow	
Harrowgate	
Hartfordbridge	
Hartlepool	Sub-office.
Harwich	Post-offices.
Haslemere	
Hastings	
Hatfield	
Havant	
Haverfordwest	
Hawes	
Hay	
Haydon Bridge	
Hayle	
Helstone	
Hemel Hempstead	
Henley-on-Thames	
Hereford	
Hertford	
Hexham	
Heytesbury	
Higham Ferrers	
Highworth	Sub-office.
High Wycombe	Post-offices.
Hinckley	
Hindon	
Hitchen	
Hithe	
Hobb's Point	
Hoddesdon	
Holbeach	
Holt	
Holyhead	
Holywell	
Honiton	

Name of Place.	Description of Office.
Horncastle	Post-offices.
Horndean	
Horsham	
Hounslow	
Howden	
Huddersfield	
Hull	
Hungerford	
Huntingdon	
Hurst Green	
Ilchester	
Ilfracombe	
Ilminster	
Ingatestone	
Ipswich	
Iron Bridge	
Isle of Man	
Ivy Bridge	
Jersey	
Keighley	Sub-office.
Kelvedon	Post-offices.
Kendal	
Keswick	
Kettering	
Kidderminster	
Kimbolton	
Kineton	
Kingsbridge	
Kingston-on-Thames	
Kington	
Kirby-Lonsdale	
Knaresborough	
Knutsford	
Lamberhurst	Sub-office.
Lampeter	Post-offices.
Lancaster	
Lane End	Sub-office.
Launceston	Post-offices.
Lawton	
Leamington	
Leatherhead	
Lechlade	Sub-office.
Ledbury	Post-offices.
Leeds	
Leek	
Leicester	
Leighton Buzzard	
Leominster	
Leskeard	
Lewes	
Lichfield	
Lincoln	
Linton (Cambridgeshire)	
Liphook	
Liverpool	
Llandillo	
Llandovery	
Llanelly	Post offices.
Llangadock	
Llangollen	
Long-Stratton	
Longtown	
Lostwithiel	
Loughborough	
Louth	
Lowestoff	
Ludlow	
Luton	
Lutterworth	
Lyme	
Lymington	
Lyndhurst	
Lynn	
Lynton (Devon)	Sub-office.
Macclesfield	Post-offices.
Maidenhead	
Maidstone	
Maldon	
Malmesbury	Sub-office.
Malton, New	Post-offices.
Malvern	
Manchester	
Manningtree	
Mansfield	
Marazion	
March	
Margate	
Market Deeping	
Market Drayton	
Market Harborough	
Market Raisin	
Market Street	
Market Weighton	
Marlborough	
Marlow	
Maryport	
Matlock (Derbyshire)	
Melksham	
Melton Mowbray	
Merthyr Tydvil	
Middlesborough	Sub-office.
Middlewich	Post-offices.
Midhurst	
Mildenhall	
Milford	
Milnthorpe	
Minehead	Sub-office.
Mold	Post-offices.
Monmouth	
Morpeth	
Morton-in-Marsh	
Much Wenlock	Sub-office.
Namptwich	Post-offices.
Narberth	
Neath	
Newark	
Newbury	
Newcastle-on-Tyne	
Newcastle-under-Lyne	
Newmarket (Cambridgeshire)	
Newnham	
Newport (Isle of Wight)	
Newport (Monmouth)	
Newport Pagnel	
Newport (Shropshire)	
Newton Abbot	
Newtown (Montgomeryshire)	
Northallerton	
Northampton	
Northleach	
Northwich	
Norwich	
Nottingham	
Oakham	Post offices.
Oakhampton	
Odiam	
Oldham	
Ollerton	
Ongar	
Ormskirk	
Oswestry	
Otley	
Oundle	
Overton	Sub-office.
Oxford	Post offices.
Pembroke	
Penkridge	
Penrith	

Name of Place.	Description of Office.
Penryn	Post-offices.
Penzance	
Pershore	
Peterborough	
Petersfield	
Petworth	
Pewsey	
Pickering	
Plymouth	
Plympton	
Pocklington	
Pontefract	
Poole	
Portsmouth	
Prescot	
Presteign	
Preston	
Preston Brook	
Pwlhheli	
Queenborough	
Ramsgate	
Ravenglass	
Reading	
Redditch	Sub-office.
Redruth	Post offices.
Reigate	
Retford	
Rhayader	
Richmond (Yorkshire)	
Rickmansworth	
Ringwood	
Ripley (Surrey)	
Ripon	
Robertsbridge	
Rochdale	
Rochester	
Rochford	
Rockingham	
Romney, New	
Ross (Herefordshire)	
Rotherham	
Rougham	
Royston	
Rugby	
Rugely	
Rumford	
Rumsey	
Runcorn	Sub-office.
Ruthin	Post-offices.
Ryde (Isle of Wight)	
Rye	
Saffron Walden	
St. Alban's	
St. Asaph	
St. Austle	
St. Clear's	
St. Columb	
St. Helens	
St. Ives (Hunts)	
St. Leonard's-on-Sea	
St. Neot's	
Salisbury	
Sandbach	
Sandwich	
Sawbridgeworth	
Saxmundham	
Scarborough	
Scole	
Selby	
Settle	
Seven Oaks	
Shaftesbury	
Sheerness	
Sheffield	
Shepton Mallet	
Sherborne	Post-offices.
Shields, North	
Shields, South	
Shifnal	
Shipstone	
Shoreham	
Shrewsbury	
Sidmouth	
Sittingbourne	
Skipton	
Sleaford	
Slough	
Solihull	
Somerton	
Southall	Sub-office.
Southam	Post-offices.
Southampton	
South Molton	
South Petherton	
Spalding	
Spilsby	
Spittal	
Stafford	
Staines	
Staley Bridge	Sub-office.
Stamford	Post-office.
Stanmore	Sub-office.
Staplehurst	Post offices.
Stevenage	
Steyning	
Stilton	
Stockbridge	
Stockport	
Stockton on-Tees	
Stoke	Sub office.
Stockenchurch	Post-offices.
Stokesly	
Stone	
Stoneham	
Stony Stratford	
Stourbridge	
Stourport	
Stowmarket	
Stratford-on-Avon	
Stroud	
Sudbury	
Sunderland	
Swaffham	
Swansea	
Swindon	
Tadcaster	Post-offices.
Taibach	
Tamworth	
Tarporley	
Taunton	
Tavistock	
Teignmouth	
Tenbury	
Tenby	
Tenterden	
Tetbury	
Tetsworth	
Tewkesbury	
Thame	
Thetford	
Thirsk	
Thorne	
Thrapstone	
Tipton	
Tiverton	
Todmorden	Sub-office.
Topsham	Post offices.
Torquay	
Torrington	
Totness	
Towcester	

Name of Place.	Description of Office.
Tring	Post-offices.
Trowbridge	
Truro	
Tunbridge	
Tunbridge Wells	
Tuxford	
Uckfield	
Ulverstone	
Uppingham	
Usk	
Uttoxeter	
Uxbridge	
Wakefield	
Wallingford	
Walsall	
Waltham Cross	
Wangford	
Wansford	
Wantage	Sub-office.
Ware	Post-offices.
Wareham	
Warminster	
Warrington	
Warwick	
Watford	
Wednesbury	
Weedon	
Welchpool	
Welford	
Wellingborough	
Wellington (Shropshire)	
Wellington (Somersetshire)	
Wells (Norfolk)	
Wells (Somersetshire)	
Welwyn	
Wendover	
West Bromwich	
Westbury	
Westerham	Sub-office.
Weston-super-Mare	Post-offices.
Wetherby	
Weymouth	
Wheatley	
Whitby	
Whitchurch (Hampshire)	Sub-office.
Whitchurch (Shropshire)	Post-offices.
Whitehaven	
Wigan	
Wigton (Cumberland)	
Wimborne	
Wincanton	
Winchester	
Windsor	
Wingham	
Winslow	
Wirksworth	
Wisbeach	
Witham	
Witney	
Wiveliscombe	
Wokingham or Oakingham	
Wolverhampton	
Woburn	
Woodbridge	
Woodstock	
Wootten-under-Edge	
Worcester	
Workington	
Worksop	
Worthing	
Wrexham	
Wymondham	
Yarm	
Yarmouth (Norfolk)	
Yealhampton	
Yeovil	
York	

THE following Offices within the Limits of the LONDON DISTRICT POST are empowered to grant and pay Money Orders; viz.

Name of Place.	Description of Office.
St. Martin-le-Grand	General Post-office.
Lombard-street (for issuing orders only)	Branch-offices.
Borough	
Charing-cross	
Old Cavendish-street	
Battle-bridge (No. 1, Pleasant-row)	Receiving-offices.
Bloomsbury (No. 1, Broad-street)	
Camberwell-green	
Camden-town (No. 98, High-street)	
City-road (No. 36, near Old-street)	
Dock-head (No. 11)	
Gray's-inn-lane (No. 43, Upper North-place)	
Hackney (No. 8, Church-street)	
Islington (No. 86, Upper-street)	
Kennington-cross (No. 2)	
Kingsland-road (No. 4, Orchard-place)	
Lambeth (No. 33, Mount-street)	
Limehouse (No. 53, Three Colt-street)	
Old Kent-road (No. 9, Northampton-place)	
Oxford-street (No. 210)	
Piccadilly (No. 65)	
Pimlico (No. 28, Queen's row)	
Ratcliffe (No. 77, Broad-street)	
Strand (No. 180, corner of Norfolk-street)	
Tottenham-court-road (No. 103)	
Upper Baker-street (No. 54)	
Whitechapel (No. 1, Whitechapel-road)	

Name of Place.	Description of Office.	Name of Place.	Description of Office.
Receiving Offices beyond the Three Mile Circle.			
Barking	Receiving-offices.	Highgate	Receiving-offices.
Bexley		Kensington	
Brentford		Lewisham	
Brompton (Middlesex)		Norwood (Surrey)	
Chelsea		Paddington	
Clapham		Putney	
Dulwich		Richmond (Surrey)	
Edmonton		Shooter's Hill	
Enfield		Stratford (Essex)	
Greenwich		Sydenham	
Hammersmith		Tooting	
Hampstead		Woodford	
Harrow		Woolwich	
SCOTLAND.			
Aberbrothwick	Post-offices.	Colinsburgh	Post-offices.
Aberdeen		Colinton	
Aberdour		Corstorphin	
Aberfeldy		Craig Ellachie	
Aboyne		Crail	
Airdrie		Cramond	
Alloa		Creetown	
Annan		Crieff	
Anstruther		Cromarty	
Appin		Cullen	
Ardersier		Culross	
Ardrossan		Cumnock	
Aross		Cupar (Angus)	
Auchterarder		Cupar (Fife)	
Auchtermuchty		Currie	
Ayr		Dalkeith	
Ayton		Denny	
Balerno		Dingwall	
Ballantrae		Dornoch	
Ballater		Douglas (Lanarkshire)	Sub-office.
Ballindalloch		Doune	
Banff		Dumbarton	Post-offices.
Bathgate		Dumfries	
Beauly		Dunbar	
Beith		Dunbeith	
Bervie		Dunblane	
Biggar		Dundee	
Blackshields		Dunfermline	
Blair Adam		Dunkeld	
Blair Athol		Dunoon	
Blairgowrie		Dunse	
Bonar Bridge		Dunvegan	
Bonaw		Ecclefechan	
Borrowstouness		Eddleston	
Bowmore		Edinburgh	
Braco		Elgin	
Brechin		Ellon	
Bridge of Earn		Errol	
Broadford		Evanton	
Broxburn		Falkirk	
Buckie		Fettercairn	
Burntisland		Fochabers	
Callender		Ford	
Campbeltown		Forfar	
Canonbie		Forres	
Carnoustie		Fort Augustus	
Carr Bridge		Fortrose	
Castle Douglas		Fort William	
Chance Inn		Fraserburgh	
Cockburnspath		Fushie Bridge	
Coldstream		Fyvie	

Name of Place.	Description of Office.
Gallashiels	Post-offices.
Garlieston	
Gatehouse	
Girvan	
Glasgow	
Glenluce	
Golspie	
Grangemouth	
Grantown	
Greenock	
Haddington	
Hamilton	
Hawick	
Helensburgh	
Holytown	Sub-office.
Huntly	Post-offices.
Inchture	
Inverary	
Invergordon	
Inverkeithing	
Inverness	
Irvine	
Jedburgh	
Keith	
Keith Hall	
Kelso	
Kettle	
Kilmarnock	
Kincardine	
Kinghorn	
Kingussie	
Kinross	
Kintore	
Kirkcaldy	
Kirkcudbright	
Kirkliston	
Kirknewton	
Kirkwall	
Kirriemuir	
Lanark	Post-offices.
Langholme	
Largs	
Lasswade	
Lauder	
Laurencekirk	
Leadhills	
Leith	
Lerwick	
Lesmahagow	
Leven	
Libberton	
Linlithgow	
Loanhead	
Lochalsh	
Lochgilphead	
Lochmaddy	
Lockerby	
Markinch	
Mauchline	
Maybole	
Meigle	
Melrose	
Mid-Calder	
Mintlaw	
Moffat	
Montrose	Post-offices.
Murrayfield	
Musselburgh	
Nairn	
Newburgh (Fife)	
Newport (Fife)	
Newton Stewart (Wigtownshire)	
Noblehouse	
North Berwick	
North Queensferry	
Oban	
Old Meldrum	
Old Rain	
Paisley	
Parkhill	
Peebles	
Pennycuick	
Perth	
Peterhead	
Pitlochry	
Pittenweem	
Portaskaig	
Port Glasgow	
Port Patrick	
Portobello	
Portree	
Portsoy	
Port William	Sub-office.
Prestonkirk	Post-offices.
Prestonpans	
Rachan Mill	
Ratho	
Roslin	
Rothesay	
St. Andrew's	
St. Boswell's Green	
Saltcoats	
Sanquhar	
Selkirk	
Slateford	
South Queensferry	
Stewarton	Sub-office.
Stirling	Post-offices.
Stonehaven	
Stornoway	
Stow (Selkirkshire)	
Stranraer	
Strontian	
Tain	
Tarbert	
Thornhill	
Thurso	
Tobermorey (Argyle)	
Tranent	
Turriff	
Ullapool	
Uphall	
Whitburn	
Whithorn	
Wick	
Wigtown (Wigtownshire)	
Winchborough	

Name of Place.	Description of Office.
IRELAND.	
Abbeyleix	Post-offices.
Adare	
Ahascragh	
Antrim	
Ardara	
Ardee	
Ardrahan	
Arklow	
Armagh	
Arthurstown	
Ashbourne (County Dublin)	
Ashford (County Wicklow)	
Athboy	
Athlone	
Athy	
Aughnacloy	
Aughrim	
Bagnalstown	
Bailyborough	
Balbriggan	
Ballaghaderin	
Ballibay	
Ballina (County Mayo)	
Ballinasloe	
Ballincollig	
Ballingarry (County Limerick)	
Ballinrobe	
Ballybrittas	
Ballycastle (County Antrim)	
Ballyconnell	
Ballygawley	
Ballyglass (County Mayo)	
Ballyjames Duff	
Ballymahon	
Ballymenagh	
Ballymoney	
Ballymote	
Ballynacargy	
Ballynamore (County Leitrim)	
Ballyshannon	
Ballytore	
Baltinglass	
Banagher	
Banbridge	
Bandon (County Cork)	
Bangor (County Down)	
Bantry	
Belfast	
Belmullet	
Belturbet	
Blackrock (County Dublin)	
Blessington	
Booterstown	
Boyle	
Bray	
Brookborough	
Bruff	
Buncrana	
Bunratty	
Burrosakane	
Burros-in-Ossory	
Bushmills	
Buttevant	
Cabinteely	
Caherciveen	
Cahir	
Caledon	
Callan	
Camolin	
Cappoguin	
Carlow	
Carn, or Carndonagh	
Carnew	
Carrickfergus	
Carrickmacross	
Carrick-on-Shannon	
Carrick-on-Suir	
Cashel	
Castlebar	
Castle Bellingham	
Castleblakeney	
Castleblaney	
Castlecomer	
Castleconnell	
Castle Dawson	
Castledermot	
Castlefin	
Castlemartyr	
Castlepollard	
Castlerea	
Castletown (County Cork)	
Castletown Delvin	
Castlewellan	
Cavan	
Celbridge	
Charleville	
Clara	
Clare or Claremorris (County Mayo)	
Clifden	
Cloghan	
Clogheen	
Clogher	
Cloghnakilty	
Clonard	
Clonee	
Clones	
Clonmel	
Clough (County Down)	
Cloughjordan	
Cloyne	
Coleraine	
Collooney	
Comber	
Cookstown	
Cootehill	
Cork	
Cove	
Craughwell	
Crosdoney	
Crumlin	
Curofin	
Cushendall	
Dangan	
Delgany	
Derry (*See* Londonderry)	
Dingle	
Donaghadee	
Donegal	
Doneraile	
Down Patrick	
Drogheda	
Dromod	
Dromore (County Down)	
Dromore (West County Sligo)	
Drumsna	
Dublin	
Dundalk	
Dunfanaghy	
Dungannon	
Dungarvon	
Dungiven	
Dunleer	
Dunshauglin	
Durrow	

Name of Place.	Description of Office.
Edenderry	
Edgeworth's Town	
Elphin	
Emo	
Ennyvale	
Enfield (County Kildare)	
Ennis	
Enniscorthy	
Enniskillen	
Ennistimon	
Eyrecourt	
Fermoy	
Ferns	
Fethard (County Tipperary)	
Flurrybridge	
Frankford	
French Park	
Freshford	
Galway	
Garvagh	
Gilford (County Down)	
Gores Bridge	
Gorey	
Gort	
Gowran	
Granard	
Headfort	
Hillsborough	
Hollymount	
Hollywood	
Howth	
Inistiogue	
Innishannon	
Johnstown (County Kilkenny)	Post-offices.
Kanturk	
Keady	
Kells (County Meath)	
Kenmare	
Kilbeggan	
Kilcock	
Kilcullen	
Kildare	
Kildorrery	
Kildysart	
Kilkeel	
Kilkenny	
Killala	
Killaloe	
Killarney	
Killibegs	
Killyleigh (County Down)	
Killysandra	
Kilmacthomas	
Kilmallock	
Kilrush	
Kilworth	
King's Court	
King's Town	
Kinnegad	
Kinsale	
Kish	
Knock	
Larne	
Leighlinbridge	
Leixlip	
Letterkenny	
Limerick	
Lisburn	
Lismore	
Linaskea	
Listowel	
Littleton	
Londonderry	
Longford	
Loughbrickland	
Loughgall	
Loughrea	
Lowtherstown	
Lucan	
Lurgan	
Macroom	
Maghera	
Magherafelt	
Malahide	
Mallow	
Manorhamilton	
Market Hill	
Maryborough	
Maynooth	
Midleton	
Millstreet	
Miltown Malbay	
Mitchelstown	
Moate	
Mohill	
Moira	
Monaghan	
Monastereven	
Moneygall	
Moneymore	
Mountmelick	
Mount Nugent	
Mountrath	
Moville	
Moy	
Mullingar	
Naas	
Navan	
Nenagh	Post-offices.
Newbridge (County Kildare)	
Newcastle (County Limerick)	
Newmarket-on-Fergus (County Clare)	
Newport (County Tipperary)	
Newport Pratt, or Newport (County Mayo)	
Newry	
Newtown Ards	
Newtown Barry	
Newtown Forbes	
Newtown Limavady	
Newtown Mount Kennedy	
Newtown Stewart (County Tyrone)	
Old Castle	
Omagh	
Oranmore	
Parsonstown	
Philipstown	
Pill Town	
Portadown	
Portaferry	
Portarlington	
Portglenone	
Portumna	
Ramelton	
Randalstown	
Raphoe	
Rathangan	
Rathcoole	
Rathcormuck	
Rathdowney	
Rathdrum	
Rathfriland	

Name of Place.	Description of Office.	Name of Place.	Description of Office.
Rathkeale	Post-offices.	Taghmon	Post-offices.
Rathowen		Tallaght (County Dublin)	
Rochfortbridge		Tallow	
Roscommon		Tanderagee	
Roscrea		Tarbert (County Kerry)	
Ross, or New Ross (County Wexford)		Templemore	
Rosscarbery		Thomastown	
Rosstrevor		Thurles	
Shinrone		Tinahely	
Sixmile Bridge		Tipperary	
Skibbereen		Tralee	
Slane		Trim	
Sligo		Tuam	
Stewartstown		Tubbermore (County Derry)	
Stoneyford		Tullamore	
Strabane		Tullow	
Stradbally		Tynan	
Stradone		Tyrrel's Pass	
Stranorlar		Virginia	
Stokestown		Warrenspoint	
Swinford		Waterford	
Swords	Sub-office.	Westport	
		Wexford	
		Wicklow	
		Youghall	

30 April 1845.

POST OFFICES.

A RETURN of all Places in the United Kingdom having the Benefit of MONEY-ORDER POST OFFICES, and distinguishing whether the said Places are established as Post Offices, Sub-Post or Branch Offices.

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Printed,*
2 *July* 1845.

433.

Under 2 oz.

MAILS CONVEYANCE.

RETURN to an ORDER of the Honourable The House of Commons, dated 28 April 1845;—*for*,

AN ACCOUNT "of all MONIES paid by and due from Her Majesty's Government to the Peninsular and Oriental Steam Navigation Company, for conveying Her Majesty's MAILS from *Southampton* to *Spain*, *Portugal*, and *Gibraltar*; together with the Amount of POSTAGE derived therefrom, during the Period commencing the 20th day of September 1843, and ending the 5th day of April 1845, both inclusive:"

"COPY of MEMORIAL, dated the 17th day of March 1845, from certain Merchants of the City of *London* to the Lords Commissioners of Her Majesty's Treasury, and COPY of their Lordships' REPLY thereto."

Ordered, by The House of Commons, *to be Printed*, 13 *June* 1845.

AN ACCOUNT of all MONIES paid by and due from Her Majesty's Government to the Peninsular and Oriental Steam Navigation Company, for conveying Her Majesty's MAILS from *Southampton* to *Spain*, *Portugal*, and *Gibraltar*, during the Period commencing the 20th day of September 1843, and ending the 5th day of April 1845, both inclusive.

SERVICE.	AMOUNT PAID OR DUE.		
	£.	s.	d.
Amount paid for the conveyance of the Mails between 20th and 30th September 1843, at the rate of 29,600 *l.* per annum, according to contract dated 22d August 1837 -	892	1	1
Ditto, between 1st October 1843 and 31st March 1845 -	44,400	–	–
Amount due for ditto between 1st and 5th April - - -	405	9	7
TOTAL - - - £.	45,697	10	8

Admiralty, 9 May 1845.

(signed) *J. T. Briggs*,
Accountant-general.

ACCOUNT of the AMOUNT of POSTAGE derived from the MAILS conveyed by the Peninsular and Oriental Steam Navigation Company from *Southampton* to *Spain*, *Portugal*, and *Gibraltar*.

THE amount of postage derived from these mails cannot be stated, as the accounts of the Post-office do not show it distinct from postage derived from other sources.

(signed) *W. L. Maberly.*

COPY of MEMORIAL from certain Merchants of the City of *London* to the Lords Commissioners of Her Majesty's Treasury.

My Lords, London, 17 March 1845.

WE take the liberty of addressing your Lordships in consequence of our having been informed that negotiations have for some time been going on between Her Majesty's Government and the Peninsular and Oriental Steam Navigation Company, whereby it is proposed to deprive us of our weekly communication with Spain, Portugal, and Gibraltar, by substituting one of only three times in each month.

Her Majesty's Government, upon the representation of the merchants connected with those parts, was pleased, about a year and a half back, to change the day for making up the mails in London, and for the purpose of accelerating the communication between this country and the Peninsular and Mediterranean ports, directed the packet station to be removed from the port of Falmouth to that of Southampton.

We felt very grateful for the changes just referred to, and would fain persuade ourselves that any proposal which will deprive us of the comfort and advantage of those arrangements, with which we were so well satisfied, will not be seriously entertained by your Lordships; and when we reflect upon the facilities extended generally through the Post-office to almost every class of the community, whether connected with the internal or external trade of the country, we cannot but flatter ourselves that your Lordships will reject any plan which has for its object to establish a *retrograde* movement as regards the trade in which we are engaged; which would be the case were we to be deprived of the weekly mail which we have enjoyed for so many years.

Still, however, until we are favoured with an answer from your Lordships, assuring us that we have no cause for alarm in this respect, we shall be kept in a state of much anxiety.

We have, &c.

(signed)

Fonseca, Monteiro, Guimaraens, & Co.
Foster, Brothers.
Heath, Furse, & Co.
Doxat & Co.
Gonne, Lucas, & Gribble.
Shaw & Caffary.
Pegler, Brothers.
Francis Tuke.
Pinto, Perez, & Co.
Bruno, Silva, & Co.
Ysasi & Co.
Melhuish, Gray, & Co.
Martinez, Gassiot, & Co.
Quarles Harris, & Sons.
Ruskin, Telford, & Co.
Burdon & Gray.
Cockburn, Brothers, & Co.
Smith & Co.
William Strachan & Co.
Haes & Sons.
Frederick Huth & Co.
Sadler, Harrison, & Co.
De Mattos & De Leon.
L. R. Bischotfsheim.
H. & D. Sharpe.
Hambrostor.
Julius Bordiez.
Richard & Robert Butler & Co.
Bell & Grant.
David Stern.
J. M. Morlet.
Yeulle, Shortridge, & Co.
Francis Rebello.
S. F. L. Pereira.
William Fox & Co.
Taylor, Fladgate, & Yeatman.
Warre, Brothers.
Cotesworth, Powell, & Pryor.
Burmester, Brothers.
Matthew Clark & Son.
M. J. Soares.
Darthez, Brothers.
J. Horstman.
Wm. Weishaupt & H. W. Segelcke.
Mildred & Yoyeneche.
Kraeutler & Mieville.
James Giro.
John Louis Lemmé & Co.
Thomas P. Chassereau.
Hogg & Edmonds.
John Henry Rudall.
J. R. Yglesias.
T. Methold Waters.
Pr Proc. J. R. Hunter.
W. Gibbens.
George Reid.
One Signature illegible.

COPY of the REPLY to the foregoing from the Lords Commissioners of Her Majesty's Treasury.

Gentlemen, Treasury Chambers, 2 April 1845.

IN reply to your Memorial, dated the 17th ultimo, praying that the weekly mail communication with Spain, Portugal, and Gibraltar may be maintained, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that the extent and urgency of the demands which have been made upon their Lordships for assistance from the public purse for the conveyance of Her Majesty's mails to various parts of the world by steam, having made it necessary to take measures for keeping this head of expenditure within proper bounds, on the principle of regulating, as far as possible, the degree of assistance given by a comparison of the public advantage to be obtained in each case, and the Peninsular and Oriental Steam Packet Company having tendered a reduction of 9,100*l.* per annum from the sum payable to them under their contract for the conveyance of the Peninsular mails, if it should be deemed expedient to reduce that service from once in every week to once in every ten days, which reduction the Lords Commissioners of the Admiralty consider to be equitable, being according to a mileage calculation upon the sum paid to the Peninsular Company under contract, their Lordships, after communication with the Postmaster-general and Her Majesty's Secretaries of State for Colonial and Foreign Affairs, came to the conclusion that the additional public advantage obtained by a mail being sent to Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, once in every week, instead of once in every ten days, was not of sufficient importance to justify so large an additional expenditure of public money as the sum abovementioned, and the proposed modification of the existing arrangement was therefore sanctioned.

I have, &c.

(signed) *C. E. Trevelyan.*

Messrs. Foster, Brothers,
and Others.

MAILS CONVEYANCE.

AN ACCOUNT of PAYMENTS to the Peninsular and Oriental Steam Navigation Company, for Conveyance of the MAILS; also MEMORIAL to the Lords of the Treasury from certain Merchants of *London*.

(Mr. Humphery.)

Ordered, by The House of Commons, *to be Printed,*
13 *June* 1845.

376.

Under 1 *oz.*

POST HORSE DUTY.

RETURN to an ORDER of the Honourable The House of Commons, dated 1 July 1845;—*for*,

AN ACCOUNT "of the Annual Produce of the POST HORSE DUTIES, distinguishing the same by Counties, for the Years 1839, 1840, 1841, 1842, 1843, and 1844:"

AN ACCOUNT "of the Gross Receipt of the DUTY on POST HORSES, from the Time when it first came under the Management of the Excise Department, showing the Amount in each Quarter, to the 5th day of January 1845:"

AN ACCOUNT "of the Gross Receipt of DUTY on POST HORSES in the *London* District, during the Six Months ended the 5th day of January 1844 and 1845 respectively:"

AN ACCOUNT "of the POST HORSE DUTY in the Excise Collections on the Line of the Birmingham Railroad, for the same Period:"

AN ACCOUNT "of the Gross Receipt of the DUTY on POST HORSES in the Eastern, South-Eastern, and Western parts of *England*, for the same Period:"

A RETURN "of the POST HORSE DUTY for the District within which the County of *Kent* is included, for each of the Twelve Years ending the 31st day of December 1822, when Steam Power was first generally applied to Locomotion on Water; and for each of the Twelve Years next following, ending the 31st day of December 1844:"

A RETURN "of the POST HORSE DUTY for the District within which the County of *Lancaster* is included, for the Years 1829, 1830, 1831, and 1842, 1843, and 1844.—(*See Parliamentary Paper, No.* 199, *of Session* 1839.)"

(Sir Robert Harry Inglis.)

Ordered, by The House of Commons, *to be Printed*,
29 *July* 1845.

AN ACCOUNT of the Annual Produce of the Post Horse Duties, distinguishing

COUNTIES.	Excise Collections.	YEARS - - - - - -											
		1839.						1840.					
		£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
North Britain - - -	North Britain - - -	-	-	-	18,853	9	8	-	-	-	19,213	4	6
Northumberland, with the town of Newcastle-upon-Tyne, Cumberland, Westmoreland and Durham -	Cumberland - - -	3,505	15	10¾	-	-	-	3,740	4	7⅛	-	-	-
	Newcastle - - -	2,396	–	7½	-	-	-	2,220	17	8¼	-	-	-
	Durham - - -	1,731	6	9½	-	-	-	1,636	9	9¾	-	-	-
					7,633	3	3¾				7,597	12	1½
Yorkshire, with the city of York, and the town of Kingston-upon-Hull -	Halifax - - -	2,063	3	2¾	-	-	-	1,741	3	8¾	-	-	-
	Hull - - -	2,099	8	10¾	-	-	-	2,064	9	4¼	-	-	-
	Leeds - - -	2,989	11	10½	-	-	-	2,755	17	4	-	-	-
	Sheffield - - -	2,674	4	2⅛	-	-	-	2,460	2	11⅛	-	-	-
	Whitby - - -	2,704	11	10	-	-	-	2,633	10	6¼	-	-	-
	York - - -	3,900	12	10½	-	-	-	3,449	5	2¼	-	-	-
					16,431	12	11				15,104	9	1
Lancashire, Cheshire, Derbyshire and Staffordshire	Chester - - -	2,746	–	11	-	-	-	2,373	9	–	-	-	-
	Derby - - -	2,444	15	11¼	-	-	-	2,105	10	6¾	-	-	-
	Lancaster - - -	3,305	12	11¾	-	-	-	2,974	16	4¼	-	-	-
	Lichfield - - -	3,590	18	6½	-	-	-	3,196	2	6⅞	-	-	-
	Liverpool - - -	3,728	19	11	-	-	-	3,576	4	3¾	-	-	-
	Manchester - - -	3,922	5	1¾	-	-	-	3,566	14	6¼	-	-	-
	Northwich - - -	2,042	8	8½	-	-	-	1,876	12	11¾	-	-	-
	Stafford - - -	1,584	18	1⅝	-	-	-	1,484	2	2¼	-	-	-
	Wigan - - -	749	16	2½	-	-	-	991	12	1¾	-	-	-
					24,115	16	5¾				22,145	4	7½
Northamptonshire, Rutlandshire, Warwickshire, and Oxfordshire - -	Coventry - - -	4,421	9	7⅛	-	-	-	3,678	11	3¼	-	-	-
	Grantham - - -	3,468	9	3¼	-	-	-	3,327	15	–¼	-	-	-
	Lincoln - - -	2,071	3	6⅛	-	-	-	1,904	2	3	-	-	-
	Northampton - - -	3,577	3	4⅛	-	-	-	3,033	15	2¼	-	-	-
	Oxford - - -	4,050	9	1¼	-	-	-	3,911	11	10¾	-	-	-
					17,588	14	11				15,855	15	7½
Worcestershire, Gloucestershire, excepting Bristol, and Wiltshire - -	Gloucester - - -	5,253	5	2	-	-	-	4,966	16	4	-	-	-
	Salisbury - - -	4,721	12	5¼	-	-	-	3,792	5	–½	-	-	-
	Worcester - - -	2,852	15	2⅛	-	-	-	2,675	10	5¼	-	-	-
	Stourbridge - - -	1,628	6	3¼	-	-	-	1,585	11	6	-	-	-
					14,455	19	1				13,020	3	3¾
Norfolk, Suffolk, Essex, Cambridgeshire, and Huntingdonshire - -	Cambridge - - -	5,295	16	5¾	-	-	-	5,215	9	3½	-	-	-
	Essex - - -	1,892	17	7⅛	-	-	-	1,814	14	2¾	-	-	-
	Lynn - - -	1,741	2	6¾	-	-	-	1,643	10	11¾	-	-	-
	Norwich - - -	1,698	3	5¼	-	-	-	1,557	2	6¾	-	-	-
	Suffolk - - -	2,466	15	7¼	-	-	-	2,491	8	1½	-	-	-
					13,094	15	8½				12,722	5	2¼
Bedfordshire, Buckinghamshire, Hertfordshire, Surrey, and Middlesex -	Bedford - - -	2,206	2	8¼	-	-	-	2,126	3	3¼	-	-	-
	Hertford - - -	6,348	18	11	-	-	-	6,025	6	10¼	-	-	-
	Uxbridge - - -	3,907	8	8	-	-	-	3,068	17	9	-	-	-
	Surrey - - -	9,569	16	10	-	-	-	8,648	1	5½	-	-	-
					22,032	7	1¼				19,868	9	4
London and Westminster -	London Districts - -	-	-	-	21,466	16	4	-	-	-	20,319	17	6
Kent and Sussex - -	Canterbury - - -	4,208	18	1¾	-	-	-	3,975	10	7¼	-	-	-
	Rochester - - -	7,454	6	5	-	-	-	6,899	16	1½	-	-	-
	Sussex - - -	8,941	19	10¾	-	-	-	8,811	–	7	-	-	-
					20,605	4	5½				19,686	7	3¾
Hampshire and Berkshire	Hants - - -	4,066	13	6¼	-	-	-	3,861	2	2¾	-	-	-
	Isle of Wight - - -	5,260	8	1¾	-	-	-	5,869	13	4	-	-	-
	Reading - - -	5,361	–	9½	-	-	-	4,845	7	2	-	-	-
					14,688	2	5¾				14,576	2	8¾
Cornwall, Devonshire, Dorsetshire, Somersetshire, and Bristol - -	Barnstaple - - -	1,275	5	2¾	-	-	-	1,138	18	11¼	-	-	-
	Bath - - -	3,466	10	4	-	-	-	3,283	16	2¼	-	-	-
	Bristol - - -	4,219	3	6	-	-	-	4,473	1	1½	-	-	-
	Cornwall - - -	1,612	–	8¼	-	-	-	1,666	16	11½	-	-	-
	Dorset - - -	2,540	17	11¼	-	-	-	2,470	10	1¾	-	-	-
	Exeter - - -	3,783	6	3¼	-	-	-	3,855	11	8¾	-	-	-
	Plymouth - - -	2,466	1	10½	-	-	-	2,532	9	10½	-	-	-
	Wellington - - -	2,153	9	2	-	-	-	2,070	7	6¾	-	-	-
					21,516	15	–				21,491	12	6¼

the same by Counties, for the Years 1839, 1840, 1841, 1842, 1843, and 1844.

- - - - - - - - - - - - YEARS.

1841.			1842.			1843.			1844.		
£. s. d.	£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.	
- - -	18,043 2 2		- - -	16,660 2 10		- - -	16,361 7 11		- - -	16,966 - 2	
3,345 19 9¾	- - -		2,948 9 11	- - -		2,984 19 9¼	- - -		3,210 2 10	—	
2,227 14 9½	- - -		2,198 8 7½	- - -		2,022 2 5½	- - -		2,223 3 7¾	—	
1,835 6 7½	- - -		1,440 16 1¼	- - -		1,375 10 5	- - -		1,114 3 10½	—	
	7,409 1 2¾			6,587 14 7¾			6,382 12 7¾			6,547 10 4¼	
1,275 9 11½	- - -		1,130 13 11	- - -		1,084 18 5½	- - -		1,216 4 3½	—	
2,182 16 5¾	- - -		2,210 6 3½	- - -		2,135 8 2½	- - -		2,299 8 11½	—	
2,425 9 1	- - -		2,117 2 3	- - -		2,110 12 9¼	- - -		2,495 2 3¼	—	
2,234 11 2½	- - -		1,992 10 10¾	- - -		1,888 8 8	- - -		1,942 8 5½	—	
2,231 - 2¾	- - -		1,755 1 1¾	- - -		1,557 1 1½	- - -		1,525 7 8¾	—	
2,652 - 2¾	- - -		2,549 7 6	- - -		2,426 11 11	- - -		2,575 2 9¼	—	
	13,001 7 2¼			11,755 2 -			11,203 1 1¾			12,053 14 5½	
2,254 19 4½	- - -		1,906 8 11½	- - -		1,867 7 5	- - -		2,113 2 5½	—	
1,913 18 9¼	- - -		1,630 13 9¼	- - -		1,618 2 7½	- - -		1,686 2 9¼	—	
2,623 13 8¾	- - -		2,336 12 6	- - -		2,399 - 6	- - -		2,412 10 7¾	—	
2,928 14 10¼	- - -		2,799 - 9½	- - -		2,702 15 3½	- - -		2,712 13 4¾	—	
3,574 15 5	- - -		3,652 15 11½	- - -		3,620 15 6¼	- - -		3,928 6 6¾	—	
3,453 15 11½	- - -		3,428 11 1½	- - -		3,274 18 8½	- - -		3,460 15 9	—	
1,756 1 2¾	- - -		1,632 7 3¾	- - -		1,391 - 5	- - -		1,442 2 4¼	—	
1,339 - 5¼	- - -		1,295 14 -	- - -		1,212 8 10	- - -		1,202 14 10¾	—	
930 15 1¾	- - -		862 6 6	- - -		887 - -½	- - -		1,046 13 5½	—	
	20,775 14 11			19,544 10 11			18,973 9 4			20,005 2 3¼	
3,295 19 11½	- - -		2,964 10 2	- - -		2,700 12 5½	- - -		2,672 13 8½	—	
3,239 19 -¼	- - -		2,841 4 8	- - -		2,430 1 7	- - -		2,585 9 3¼	—	
1,466 5 3¾	- - -		1,240 14 -½	- - -		1,167 6 11½	- - -		1,236 15 11	—	
2,875 4 4½	- - -		2,563 6 10¼	- - -		2,308 17 11¾	- - -		2,410 4 3¾	—	
3,494 5 10¼	- - -		2,997 13 3	- - -		2,520 12 5½	- - -		2,312 13 8½	—	
	14,371 14 6¼			12,607 8 11¾			11,127 11 5¼			11,217 16 11	
4,654 - 7¾	- - -		4,160 - 7¾	- - -		3,873 4 6¾	- - -		3,560 12 4	—	
2,575 11 11¼	- - -		2,031 3 2¼	- - -		1,928 6 2¾	- - -		1,869 6 5¼	—	
2,214 5 6¾	- - -		2,073 18 10½	- - -		1,999 1 4½	- - -		1,957 12 7	—	
1,548 6 9¼	- - -		1,311 13 8½	- - -		1,226 - 10¾	- - -		1,279 10 2¼	—	
	10,992 4 11			9,576 16 5			9,026 13 -¾			—	
4,634 2 7½	- - -		4,580 11 5¼	- - -		3,914 19 -	- - -		3,980 3 8½	8,667 1 6½	
1,769 9 8	- - -		1,649 8 11	- - -		1,479 2 3½	- - -		1,468 14 6¾	—	
1,582 11 9	- - -		1,468 - 10	- - -		2,479 1 9¼	- - -		2,567 3 4½	—	
1,543 17 2½	- - -		1,453 14 5¼	- - -		1,564 1 9¼	- - -		1,751 9 10½	—	
2,363 10 10½	- - -		2,198 18 6½	- - -		2,065 6 6¾	- - -		2,084 - -¾	—	
	11,893 12 1½			11,350 14 2			11,502 11 4½			11,851 11 6¾	
1,956 19 9	- - -		1,756 5 3¾	- - -		2,206 - 6¼	- - -		2,094 2 1	—	
5,266 2 5½	- - -		4,886 6 8½	- - -		4,314 7 9½	- - -		4,092 5 6¾	—	
2,819 16 10	- - -		2,294 8 2¾	- - -		Apportioned to Bedford and Surrey Collections.				—	
7,937 17 6¾	- - -		6,972 5 3¾	- - -		6,345 9 -¾	- - -		6,222 1 5¾	—	
	17,980 16 7¼			15,909 5 6¾			12,865 17 4½			12,408 9 1½	
- - -	19,233 5 5		- - -	16,430 2 6¾		- - -	14,390 3 5		- - -	13,328 11 2	
3,647 2 4	- - -		3,502 15 6½	- - -		3,395 8 8¾	- - -		2,906 5 4	—	
6,604 17 3½	- - -		5,600 7 10¾	- - -		4,436 11 3¾	- - -		4,342 5 7½	—	
8,675 18 5¾	- - -		6,343 18 9¼	- - -		5,832 6 -¾	- - -		5,725 6 7	—	
	18,927 18 1¼			15,447 2 3			13,664 6 1¼			12,973 17 6½	
3,718 6 3¾	- - -		3,246 13 10	- - -		3,096 18 7½	- - -		3,030 15 6¼	—	
5,523 16 6¾	- - -		4,941 3 3¼	- - -		4,670 19 8	- - -		4,748 5 3¾	—	
3,475 9 7¼	- - -		3,316 15 8¼	- - -		3,075 16 6	- - -		2,979 14 8	—	
	12,717 12 5¾			11,504 12 9½			10,843 14 9½			10,758 15 6	
1,228 10 7	- - -		1,198 9 3	- - -		1,114 3 9¼	- - -		1,163 7 7½	—	
3,010 2 2¼	- - -		2,751 13 3¾	- - -		2,303 3 4¼	- - -		2,295 15 9¼	—	
3,871 14 5¾	- - -		3,401 1 10	- - -		3,311 8 -¾	- - -		3,350 10 8¼	—	
1,504 13 3	- - -		1,207 5 2	- - -		1,197 9 5	- - -		1,280 8 8	—	
2,327 11 3¼	- - -		1,979 19 7½	- - -		1,849 6 11¼	- - -		1,859 15 4¾	—	
3,613 5 -¼	- - -		3,351 9 6½	- - -		3,308 1 8¾	- - -		3,445 7 7½	—	
2,481 14 2¼	- - -		2,493 18 8	- - -		2,174 4 3¼	- - -		2,251 5 9½	—	
2,104 14 1¼	- - -		1,876 10 3½	- - -		1,581 13 5	- - -		1,360 3 8¾	—	
	20,142 5 1			18,260 7 8			16,839 10 11½			17,006 15 3½	

COUNTIES.	Excise Collections.	YEARS. 1839. £. s. d.	£. s. d.	1840. £. s. d.	£. s. d.
North Wales and Shropshire	Wales, North	2,296 2 7¾	- - -	1,959 5 6¾	- - -
	Salop	1,735 17 7¼	- - -	1,624 11 1	- - -
			4,032 - 3		3,583 16 7¾
South Wales, Herefordshire, and Monmouthshire	Wales, East	2,614 11 9	- - -	2,391 5 -¼	- - -
	„ Middle	1,614 17 11¾	- - -	1,512 15 6¼	- - -
	„ West	1,020 13 1½	- - -	985 15 -¾	- - -
	Hereford	2,609 19 4¾	- - -	2,559 1 -¾	- - -
			7,860 2 3		7,448 16 8
		£.	224,374 19 11½	- - -	212,633 17 2

Note.—The produce of this Duty cannot be furnished in Counties without very considerable delay, the accounts of this as to correspond with the Counties as enumerated in the first column.

Excise Office, London,
26 July 1845.

AN ACCOUNT of the Gross Receipt of the Duty on Post Horses, from the Time when it first came under the

		YEARS ENDING 5th JANUARY 1838.	£. s. d.	1839.	£. s. d.	1840.	£. s. d.
England:							
Quarters ended	5 April	1837	10,182 - -	1838	39,774 - -	1839	39,969 - -
	5 July	1837	52,421 - -	1838	48,420 - -	1839	45,427 - -
	10 October	1837	76,582 - -	1838	68,875 - -	1839	63,286 - -
	5 January	1838	64,169 - -	1839	60,719 - -	1840	56,839 - -
		£.	203,354 - -	- -	217,788 - -	- -	205,521 - -
Scotland:							
Quarters ended	5 April	1837	911 - -	1838	3,341 - -	1839	3,509 - -
	5 July	1837	4,172 - -	1838	3,696 - -	1839	3,647 - -
	10 October	1837	7,031 - -	1838	6,048 - -	1839	5,554 - -
	5 January	1838	6,601 - -	1839	6,579 - -	1840	6,142 - -
		£.	18,715 - -	- -	19,664 - -	- -	18,852 - -

Excise Office, London,
26 July 1845.

YEARS.

1841.				1842.				1843.				1844.			
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
2,001 18 5½	- - -	1,806 9 11¼	- - -	1,862 7 3¾	- - -	1,948 13 6	—								
1,614 12 10½	- - -	1,452 9 6	- - -	1,339 4 5¾	- - -	1,345 4 1¾	—								
	3,616 11 4		3,258 19 5¼		3,201 11 9½		3,293 17 7¾								
2,121 12 4¾	- - -	1,802 2 3½	- - -	1,578 - 5¼	- - -	1,615 9 -	—								
1,520 2 1½	- - -	1,426 19 3¾	- - -	1,248 5 8½	- - -	1,360 4 9¼	—								
919 5 4¾	- - -	940 1 5¾	- - -	873 14 9¾	- - -	975 13 5¾	—								
2,465 8 11	- - -	2,222 15 6¼	- - -	2,119 18 7¼	- - -	2,130 3 11¼	—								
	7,026 8 10		6,391 18 7¼		5,819 19 6¾		6,081 11 2¼								
	196,131 14 11		175,284 18 10		162,202 10 11		163,160 14 9								

department not being so kept; but in the above account the Excise Collections have been classed, as far as is practicable, so

G. A. Cottrell, Acc^{t}-Gen^{l}.

Management of the Excise Department, showing the Amount in each Quarter, to the 5th day of January 1845.

YEARS ENDING 5TH JANUARY.

1841.			1842.			1843.			1844.			1845.		
	£. s. d.			£. s. d.			£. s. d.			£. s. d.			£. s. d.	
1840	38,569 - -		1841	34,086 - -		1842	31,776 - -		1843	29,152 - -		1844	29,015 - -	
1840	42,600 - -		1841	40,567 - -		1842	32,241 - -		1843	30,702 - -		1844	31,675 - -	
1840	62,099 - -		1841	57,158 - -		1842	51,797 - -		1843	44,552 - -		1844	43,789 - -	
1841	50,153 - -		1842	46,279 - -		1843	42,811 - -		1844	41,435 - -		1845	41,715 - -	
	193,421 - -			178,090 - -			158,625 - -			145,841 - -			146,194 - -	
1840	3,453 - -		1841	3,378 - -		1842	3,018 - -		1843	2,853 - -		1844	3,050 - -	
1840	3,684 - -		1841	3,545 - -		1842	3,003 - -		1843	3,144 - -		1844	3,215 - -	
1840	6,106 - -		1841	5,984 - -		1842	5,287 - -		1843	4,962 - -		1844	5,089 - -	
1841	5,968 - -		1842	5,134 - -		1843	5,350 - -		1844	5,400 - -		1845	5,610 - -	
	19,211 - -			18,041 - -			16,658 - -			16,359 - -			16,964 - -	

G. A. Cottrell, Acc^{t}-Gen^{l}.

AN ACCOUNT of the Gross Receipt of Duty on Post Horses in the *London* District, during the Six Months ended the 5th day of January 1844 and 1845 respectively.

	Six Months ended 5th January	
	1844.	1845.
	£.	£.
The London Districts - - - - -	8,154	7,730

Excise Office, London, 26 July 1845.

G. A. Cottrell, Acct-Genl.

AN ACCOUNT of the Post Horse Duty in the Excise Collections on the Line of the Birmingham Railroad, for the Six Months ended the 5th January 1844 and 1845 respectively.

	£.
Six Months, ended 5th January - - - - 1844	5,221
1845	5,325
Increase - - - £.	104

Including the Excise Collections of Bedford, Northampton, Coventry, and Lichfield.

Excise Office, London, 26 July 1845.

G. A. Cottrell, Acct-Genl.

AN ACCOUNT of the Gross Receipt of the Duty on Post Horses in the Eastern, South-eastern, and Western parts of *England*, for the Six Months ended the 5th day of January 1844 and 1845 respectively.

	Six Months ended 5th January		
	1844.	1845.	
	£.	£.	
The Eastern part of England -	5,616	5,738	- - Including the Excise collections of Cambridge, Lynn, Norwich, and Suffolk.
The South-eastern part of England	4,792	4,373	- - Including the collections of Canterbury and Rochester.
The Western part of England -	5,573	5,620	- - Including the collections of Barnstaple, Cornwall, Exeter, Plymouth, and Wellington.

Excise Office, London, 26 July 1845.

G. A. Cottrell, Acct-Genl.

A RETURN of the Post Horse Duty for the District within which the County of *Kent* is included, for each of the Twelve Years ending the 31st December 1822, when Steam Power was first generally applied to Locomotion on Water, and for each of the Years next following ending the 31st December 1844.

District.	Years Ended	Duty.	District.	Years Ended	Duty.
		£.			£.
Kent, with the City of Canterbury and the Cinque Ports, and Sussex -	5 Jan. 1812	19,540	Kent, with the City of Canterbury and the Cinque Ports, and Sussex -	5 Jan. 1825	20,060
	„ 1813	22,540		„ 1826	20,060
	„ 1814	22,540		„ 1827	20,060
	„ 1815	22,540		„ 1828	19,320
	„ 1816	22,020		„ 1829	19,320
	„ 1817	22,020		„ 1830	19,320
	„ 1818	22,020		„ 1831	19,060
	„ 1819	23,200		„ 1832	19,060
	„ 1820	23,200		„ 1833	19,060
	„ 1821	23,200		„ 1834	18,000
	„ 1822	22,240		„ 1835	18,000
	„ 1823	22,240		„ 1836	18,000
	„ 1824	22,240		„ 1837	17,220

Note.—Since the 1st February 1837 this duty has been transferred to the Excise.

Accountant and Comptroller General's Office, Stamps and Taxes, 14 July 1845.

Thos. Lightfoot, Acct-Genl.

A RETURN of the Post Horse Duty for the District within which the County of *Kent* is included, for each of the Twelve Years ending the 31st day of December 1822, when Steam Power was first generally applied to Locomotion on Water; and for each of the Years next following, ending the 31st day of December 1844 (so far as relates to the Excise Department).

	AMOUNT OF POST HORSE DUTY. (Transferred to the Excise Department 1st February 1837.)		
	£.	s.	d.
From 1st February 1837 to 5th January 1838	19,901	–	–
Years ended 5th January 1839	21,256	–	–
1840	20,605	–	–
1841	19,686	–	–
1842	18,927	–	–
1843	15,447	–	–
1844	13,664	–	–
1845	12,973	–	–

Including the Excise collections of Canterbury, Rochester, and Sussex.

Excise Office, London, 26 July 1845.

G. A. Cottrell, Acc^{t}-Gen^{l}.

A RETURN of the Post Horse Duty for the District within which the County of *Lancaster* is included, for the Years 1829, 1830, 1831, and 1842, 1843 and 1844.

DISTRICT.	YEARS.	DUTY.		
		£.	s.	d.
Lancashire; Cheshire, with the City of Chester; Derbyshire; Staffordshire, with the City of Lichfield and the whole of Tamworth	1829	19,260	–	–
	1830	18,100	–	–
	1831	18,100	–	–

Note.—Since the 1st February 1837 this duty has been transferred to the Excise.

Accountant and Comptroller General's Office, Stamps and Taxes, 14 July 1845.

Thos. Lightfoot, Acc^{t}-Gen^{l}.

A RETURN of the Post Horse Duty for the District within which the County of *Lancaster* is included, for the Years 1829, 1830 and 1831, and 1842, 1843 and 1844 (so far as relates to the Excise Department).

	AMOUNT OF POST HORSE DUTY.		
	£.	s.	d.
Years 1842	10,706	–	–
1843	10,258	–	–
1844	11,094	–	–

Including the Excise collections of Manchester, Liverpool, Northwich, Halifax, and Wigan.

Excise Office, London, 26 July 1845.

G. A. Cottrell, Acc^{t}-Gen^{l}.

POST HORSE DUTY.

RETURNS of the Annual Produce and Gross Receipt of the Duty on Post Horses.

(Sir Robert Harry Inglis.)

Ordered, by The House of Commons, *to be Printed,*
29 *July* 1845.

Under 1 *oz.*

POST-OFFICE (GLASGOW).

RETURN to an ORDER of the Honourable The House of Commons, dated 23 June 1845;—*for*,

RETURN "Of the Name of every Person employed in the POST-OFFICE, *Glasgow*; Date at which each Person entered the Service; Nature of Duties performed by each, Salaries attached to such Duties, and Sums, if any, derived from Fees; Gross Revenue of the Office during the last Ten Years, including Amount of Stamps sold through the Stamp-office; Number of Letters in One Week, of each Month, in each Year, for a like Period, or for such Time as there may have been a Record kept; Number of Clerks employed in each Year, distinguishing the Number of those engaged in the Despatch and Receipt of Mails."

Ordered, by The House of Commons, *to be Printed*, 8 *August* 1845.

A RETURN of the Name of every Person employed in the POST-OFFICE at *Glasgow*; Date at which each Person entered the Service; Nature of the Duties performed by each; Salaries attached to such Duties, and the Sums, if any, derived from Fees.

NAME.	Date of Appointment at Glasgow.	NATURE OF THE DUTIES.	Salary.	Fees and Emoluments.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.
James Walter Sebright	5 April 1838	Postmaster.—General superintendence and control -	500 – –	39 17 4	539 17 4 with apartment and allowance of 72*l.* for gas and coals.
Henry Ellis Ebbelis -	3 May 1838	The duties are similar to those of the presidents at the General Post-office, viz. to assist the head of the department in the general superintendence and control; the one or the other is present at every operation in the Inland Office, and at the arrival and despatch of mails; they check all unpaid letters sent into, and all paid letters received from the window clerks; keep the letter-carriers' charge and paid letter-books; are responsible for the due observance and execution of all instructions received from the surveyor, and assist in forwarding the public service on occasions of pressure or emergency.	180 – –	- nil -	180 – –
Alexander George Hay Watt.	10 June 1838		150 – –	- nil -	150 – –
Robert Cochrane -	January 1812	- - Takes charge of bye-letter vouchers and official accounts, pays salaries of clerks, sub-deputies, receivers, and wages of guards, stampers, &c. &c.	120 – –	12 10 3½	132 10 3½
John M'Farlane -	2 July 1823	- - Bar clerk; receives money for paid letters, sells postage stamps; also delivers letters to subscribers for private boxes.	100 – –	72 10 3½	172 10 3½
William Clyde - -	January 1832	Ditto - - - ditto - - - ditto - - -	100 – –	72 10 3½	172 10 3½
Ewing M'Lean - -	5 July 1832	- - Superintendence of letter-carriers; receives the amount of daily charge, and keeps cash-book; also edits the Glasgow Post-office Directory.	90 – –	32 10 3½	122 10 3½
William Rule - -	17 July 1837	- - Clerk of Money Order-office; pays orders, receives cash, and has charge of books and vouchers.	80 – –	12 10 3½	92 10 3½
Alexander Johnstone -	6 Sept. 1842	- - Assistant Clerk.—Grants money orders and attends to advices.	60 – –	- nil -	60 – –
S. H. Borrows - -	- - -	- - Assistant Clerk.—Files money-order advices received, and forwards those granted to offices drawn upon, &c.	60 – –	- nil -	60 – –
Robert Reid - -	18 July 1833	- - Receives and despatches penny-post and sub-office bags, checks the bills and money, distributes postage-stamps to town receivers, penny-posts, and sub-deputies, and makes up penny-post and sub-office vouchers, together with those for mis-sent and re-directed letters.	80 – –	14 12 3½	94 12 3½
Robert Wilson - -	6 July 1837	Ditto - - - ditto - - - ditto - - -	70 – –	14 12 3½	84 12 3½
Rowland Hill M'Donald	29 May 1838	- - Assortment of letters for town delivery, and engaged in the despatch of the London night mail.	70 – –	- nil -	70 – –
James Taylor - -	5 Dec. 1839	- - Assists in assortment of letters for town delivery, and engaged in the dispatch of the different mails.	60 – –	- nil -	60 – –
James George Knight	2 Jan. 1840	Ditto - - - ditto - - - ditto - - -	60 – –	- nil -	60 – –
John Abercromby -	6 June 1842	- - Opening bags received by the different mails, checks letter bills, and engaged in the despatch of the different mails, &c. &c. &c.	60 – –	- nil -	60 – –
John Gentle - -	20 Jan. 1843	Ditto - - - ditto - - - ditto - - -	60 – –	- nil -	60 – –
William Bewley -	13 July 1843	Ditto - - - ditto, and in despatch of mails - -	60 – –	- nil -	60 – –
William Blackett -	14 May 1845	Ditto - - - ditto - - - ditto - - -	60 – –	- nil -	60 – –
John M'Coll - -	14 June 1845	- - Ditto - - ditto, and employed in copying official correspondence into letter-book.	60 – –	- nil -	60 – –
LETTER CARRIERS:					
1. James Gentle -	14 June 1827	- - Delivery of letters posted at Glasgow, and received by the different mails for the 4th district of town, at the regulated hours of delivery; viz. 7.30 a.m., 12.30, 3.30, and 5 p.m.	4 12 –	20 12 3½	61 14 3½
2. Robert Miller -	23 Dec. 1829	Ditto - - ditto - - for 3d district - - -	41 12 –	17 10 3½	59 2 3½
3. Daniel Miller -	2 July 1832	Ditto - - ditto - - for 5th district - - -	41 12 –	18 – 3½	59 12 3½
4. William Lang -	3 Aug. 1832	Ditto - - ditto - - for 2d district - - -	41 12 –	16 5 10½	57 17 10½
5. David Park -	5 Sept. 1832	Ditto - - ditto - - for 6th district - - -	39 – –	17 5 9½	56 5 9½
6. James Craig -	10 Sept. 1832	Ditto - - ditto - - for 22d district - - -	39 – –	17 10 3½	56 10 3½
7. Alexander Jeffrey	16 July 1833	Ditto - - ditto - - for 9th district - - -	39 – –	17 9 3½	56 9 3½
8. Alex. Anderson -	4 Oct. 1833	Ditto - - ditto - - for 7th district - - -	39 – –	17 12 9½	56 12 9½

(*continued*)

NAME.	Date of Appointment at Glasgow.	NATURE OF THE DUTIES.	Salary.	Fees and Emoluments.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.
Letter Carriers—*continued*					
9. John Miller -	10 Dec. 1834	- - Delivery of letters posted at Glasgow, and received by the different mails for the 16th district of town, at the regulated hours of delivery; viz. 7.30 a.m., 12. 30, 3. 30, and 5 p. m.	39 - -	17 - 3½	56 - 3½
10. William Hall -	8 May 1835	Ditto - - ditto - - for 1st district - - -	39 - -	15 10 3½	54 10 3½
11. John Dingwall -	18 July 1835	Ditto - - ditto - - for 18th district - - -	39 - -	16 - 3½	55 - 3½
12. Andrew Clyde -	17 Nov. 1835	Ditto - - ditto - - for 8th district - - -	39 - -	16 10 3½	55 10 3½
13. John Montgomerie	13 April 1836	Ditto - - ditto - - for 15th district - - -	39 - -	16 - 9½	55 - 9½
14. Robert Galbraith -	7 June 1836	Ditto - - ditto - - for 1st section of 21st district -	39 - -	14 2 3½	53 2 3½
15. James Lemon -	17 Nov. 1836	Ditto - - ditto - - for 10th district - - -	39 - -	13 - 3½	52 - 3½
16. William Smith -	13 Jan. 1837	Ditto - - ditto - - for 19th district - - -	39 - -	13 6 9½	52 6 9½
17. James Walker -	6 Mar. 1838	Ditto - - ditto - - for 13th district - - -	39 - -	13 - 9½	52 - 9½
18. William Walker -	5 Nov. 1838	Ditto - - ditto - - for 14th district - - -	39 - -	13 - 3½	52 - 3½
19. John M'Callum -	6 Nov. 1838	Ditto - - ditto - - for 22d district - - -	39 - -	14 - 3½	53 - 3½
20. Henry Stenhouse -	7 Nov. 1838	Ditto - - ditto - - for 2d section of 21st district -	39 - -	13 17 9½	52 17 9½
21. Alex. Campbell -	8 Nov. 1838	Ditto - - ditto - - for 24th district - - -	39 - -	12 19 7½	51 19 7½
22. John Johnstone -	15 April 1839	Ditto - - ditto - - for 1st section of 23d district -	39 - -	13 13 9½	52 13 9½
23. John M'Kean -	10 Aug. 1839	Ditto - - ditto - - for 1st section of 26th district -	39 - -	12 15 3½	51 15 3½
24. Peter Kevan -	20 Feb. 1840	Ditto - - ditto - - for 28th district - - -	39 - -	12 15 9½	51 15 9½
25. William Wisheart	24 Feb. 1840	Ditto - - ditto - - for 1st section of 29th district -	39 - -	15 10 3½	54 10 3½
26. James Young -	15 July 1840	Ditto - - ditto - - for 2d section of 24th district -	39 - -	13 2 9½	52 2 9½
27. Robert Dundas -	21 Oct. 1840	Ditto - - ditto - - for 1st section of 20th district -	39 - -	14 5 3½	53 5 3½
28. Thomas Ross -	10 Aug. 1841	Ditto - - ditto - - for 1st section of 25th district -	39 - -	13 5 3½	52 5 3½
29. Alexander M'Kie	12 Sept. 1841	Ditto - - ditto - - for 2d section of 23d district -	39 - -	12 10 3½	51 10 3½
30. David Smart -	15 Nov. 1841	Ditto - - ditto - - for 1st section of 11th district -	39 - -	12 10 3½	51 10 3½
31. George Gunn -	8 Sept. 1842	Ditto - - ditto - - for 1st section of 30th district -	39 - -	- - -	39 - -
32. Josiah Rodgers -	22 Sept. 1842	Ditto - - ditto - - for 2d section of 20th district -	39 - -	10 -	39 10 -
33. Andrew M'Donald	10 Oct. 1842	Ditto - - ditto - - for 1st section of 27th district -	39 - -	1 12 -	40 12 -
34. James Finnerty -	- Oct. 1842	Ditto - - ditto - - for 2d section of 29th district -	39 - -	1 3 -	40 3 -
35. George Steele -	28 Feb. 1843	Ditto - - ditto - - for 2d section of 25th district -	39 - -	- 7 6	39 7 6
36. Thomas Thomson	- Nov. 1843	Ditto - - ditto - - for 2d section of 30th district -	39 - -	- 10 6	39 10 6
37. Alex. M'Kenzie -	6 July 1843	Ditto - - ditto - - for 2d section of 8th district -	39 - -	- 10 6	39 10 6
38. Alex. M'Dougal -	23 July 1844	Ditto - - ditto - - for 2d section of 11th district -	39 - -	- - -	39 - -
39. Joseph Greig -	23 Mar. 1845	Ditto - - ditto - - for 2d section of 26th district -	39 - -	- - -	39 - -
40. James Stewart -	28 June 1845	Ditto - - ditto - - for 12th district - - -	39 - -	- - -	39 - -
41. —— - - -	vacant - -	- - - - - - - - - - -	39 - -	—	
STAMPERS:					
John Campbell - -	18 Feb. 1838	- - Stamping with official stamps letters posted at Glasgow and receiving-houses, and those received by the different mails, from 6 a.m. to 12. 30, and from 8 to 10 p.m.	60 - -	12 10 3½	72 10 3½
James Cassills - -	- Feb. 1838	- Ditto - ditto - from 2 to 5 p.m., and assists in Newspaper Office, at despatch of mails, from 12. 15 to 4 a.m.	55 - -	12 10 3½	67 10 3½
Duncan Cameron -	1 May 1838	- Ditto - ditto - stamping from 12. 30 to 4 a.m., and from 2 to 5. 15 p.m.	50 - -	- nil -	50 - -
Peter Connell - -	25 Feb. 1840	- Ditto - ditto - and obliterating postage stamps, &c. from 10 a.m. to 12. 30, and from 8 to 11 p.m.	50 - -	- nil -	50 - -
NEWSPAPER SORTERS:					
John Adams - -	3 June 1842	- - Assortment of newspapers for the different mails, and in charge of the mail-bags.	45 - -	- nil -	45 - -
Adam Scott - -	8 Jan. 1844	- - Ditto - - ditto - - - - - -	39 - -	- nil -	39 - -
RAILWAY MESSENGERS:					
James Crow - -	24 Jan. 1838	- - Carrying mails to railway stations, steam-boat, and stage-coaches.	36 10 -	- nil -	36 10 -
Robert Crawford -	— 1844	- - Ditto - - ditto - - - - - -	31 5 8	- nil -	31 5 8
Duncan Benson - -	14 June 1845	- - Ditto - - ditto - - - - - -	31 4 -	- nil -	31 4 -
RUNNERS:					
James Tait - -	30 Jan. 1832	- - Carrying bags to Rutherglen, East Kilbride, and Cambaslang, and returning.	31 4 -	- nil -	31 4 -
Alexander Primrose -	19 Oct. 1835	- Ditto - to Maryhill, Milngavie, &c. - - -	31 4 -	- nil -	31 4 -
Duncan M'Laren -	14 Jan. 1845	- Ditto - to Pollockshaw, Parkhead, and Eaglesham, &c.	31 4 -	- nil -	31 4 -
James Younger - -	26 Mar. 1841	- Ditto - to Nutston, &c., and returning - -	31 4 -	- nil -	31 4 -
Francis Peebles -	5 Jan. 1836	- Ditto - to Springburn, &c., and returning -	8 - -	28 16 -	36 16 -
Duncan M'Arthur -	10 June 1843	- Ditto - to Partick, delivering letters and returning	31 4 -	- nil -	31 4 -
Peter Fletcher - -	10 June 1845	- Ditto - to Govan, delivering letters and returning	31 5 8	- nil -	31 5 8
COLLECTORS OF BAGS:					
John Hastie - -	8 Jan. 1839	- - Collection of letter-bags from the different receiving-houses in town, four times a day.	36 10 -	- nil -	36 10 -
James Templeton -	6 Aug. 1838	- - Ditto - - ditto - - - - -	36 10 -	- nil -	36 10 -
James Younger, jun. -	6 Jan. 1843	- - Ditto - - ditto - - - - -	36 10 -	- nil -	36 10 -
John M'Laren - -	- Jan. 1842	- - Ditto - - ditto - - - - -	36 10 -	- nil -	36 10 -

GROSS REVENUE of the POST-OFFICE at *Glasgow*, during the last Ten Years, including the Amount of Stamps sold through the Stamp-office; Number of Letters in One Week, in each Month of each Year, for a like Period, or for such Time as a Record has been kept; Number of Clerks employed in each Year, distinguishing the Number of those engaged in the Despatch and Receipt of Mails.

GROSS REVENUE, Including Amount of Stamps sold, from 5 January 1836 to 5 January 1845.	£.	s.	d.
5 January 1836	39,953	14	–
– 1837	42,369	18	10½
– 1838	43,029	6	8½
– 1839	44,393	–	4½
– 1840	47,408	15	10½
– 1841	19,813	1	–
– 1842	22,604	6	3
– 1843	22,795	6	–½
– 1844	25,154	1	9
– 1845	27,944	19	6½

Number of LETTERS for One Week In each Month of the Period during which a Record has been kept.	
1838 :—July	22,839
August	20,320
September	27,253
1839 :—November	25,618
December	36,421
1840 :—February	56,246
March	53,591
April	50,559
May	54,393
June	57,030
July	54,522
August	57,101
September	60,535
October	60,113
November	61,154
December	62,350
1841 :—January	63,269
February	77,091
March	68,561
April	64,245
May	66,382
June	68,296
July	65,869
August	65,313
September	66,245
October	64,376
November	67,993
December	69,215
1842 :—January	68,334
February	75,376
March	75,867
April	65,391
May	64,479
June	61,646
July	61,949
August	61,418
September	64,267
October	66,486
November	71,258
December	68,839
1843 :—January	69,811
February	74,023
March	80,375
April	70,697
May	70,618
June	70,375
July	70,050
August	71,532
September	73,923
October	75,926
November	78,121
December	77,759
1844 :—January	77,797
February	87,422
March	82,631
April	80,197
May	79,608
June	80,700
July	76,127
August	79,943
September	87,303
October	87,524
November	90,771
December	87,872
1845 :—January	92,937
February	100,009
March	92,189
April	93,659
May	93,891
June	96,970

Number of CLERKS employed in each Year, Distinguishing the Number Engaged in the Despatch and Receipt of Mails.		
1836 :—Despatching clerks	9	
Other clerks	3	
		12
1837 :—Despatching clerks	10	
Other clerks	3	
		13
1838 :—Despatching clerks	9	
Other clerks	4	
		13
1839 :—Despatching clerks	9	
Other clerks	4	
		13
1840 :—Despatching clerks	10	
Other clerks	5	
		15
1841 :—Despatching clerks	11	
Other clerks	6	
		17
1842 :—Despatching clerks	10	
Other clerks	7	
		17
1843 :—Despatching clerks	10	
Other clerks	7	
		17
1844 :—Despatching clerks	12	
Other clerks	7	
		19
1845 :—Despatching clerks	12	
Other clerks	7	
		19

POST-OFFICE (GLASGOW).

RETURN of Persons Employed in the Post-office, *Glasgow*; their Salaries, Services, &c.

(*Mr. Dennistoun.*)

Ordered, by The House of Commons, *to be Printed*,
8 *August* 1845.

Under 1 oz.